CAMPO

CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION

Burnet County Transportation Plan



October, 2026

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Introduction

The 2020 Burnet County Transportation Plan was accepted by the Burnet County Commissioners Court in January 2021. It serves as a major thoroughfare plan for Burnet County and identifies locations and recommended cross-sections of arterial roadways in anticipation of population and employment growth by 2045. It is used to preserve right-of-way for existing and future transportation corridors and to provide support for future projects proposed throughout the county.

In late 2025, the Capital Area Metropolitan Planning Organization (CAMPO) initiated an update of the transportation plan for horizon year 2050 at the request of Burnet County. In addition to the major thoroughfare plan component, this update includes a list of capital projects reflecting recently completed transportation plans, roadway studies, and other local priorities. It also includes updated figures and a new round of public outreach led by the Capital Area Council of Governments (CAPCOG).

Recent efforts completed by CAMPO to plan for the expected growth in Burnet County include the 2050 Regional Transportation Plan (RTP), Regional Safety Action Plan (RSAP), and Northeast Burnet County Study. Each of these plans recommends a variety of projects to enhance major roadways in the region. These projects fall under the categories of capacity, safety, planning, and transit, with each providing different ways to keep the region safe and accessible.

This update reflects these recent efforts, as well as plans completed by the Texas Department of Transportation (TxDOT) and other local municipalities. The plan updates existing conditions in Burnet County, develops a list of projects from the previous plans noted, and produces a major thoroughfare component that will be used by the county for years to come.

Figure 1 below displays all projects found in the list of projects found on page 41 *(Figure 31)*.

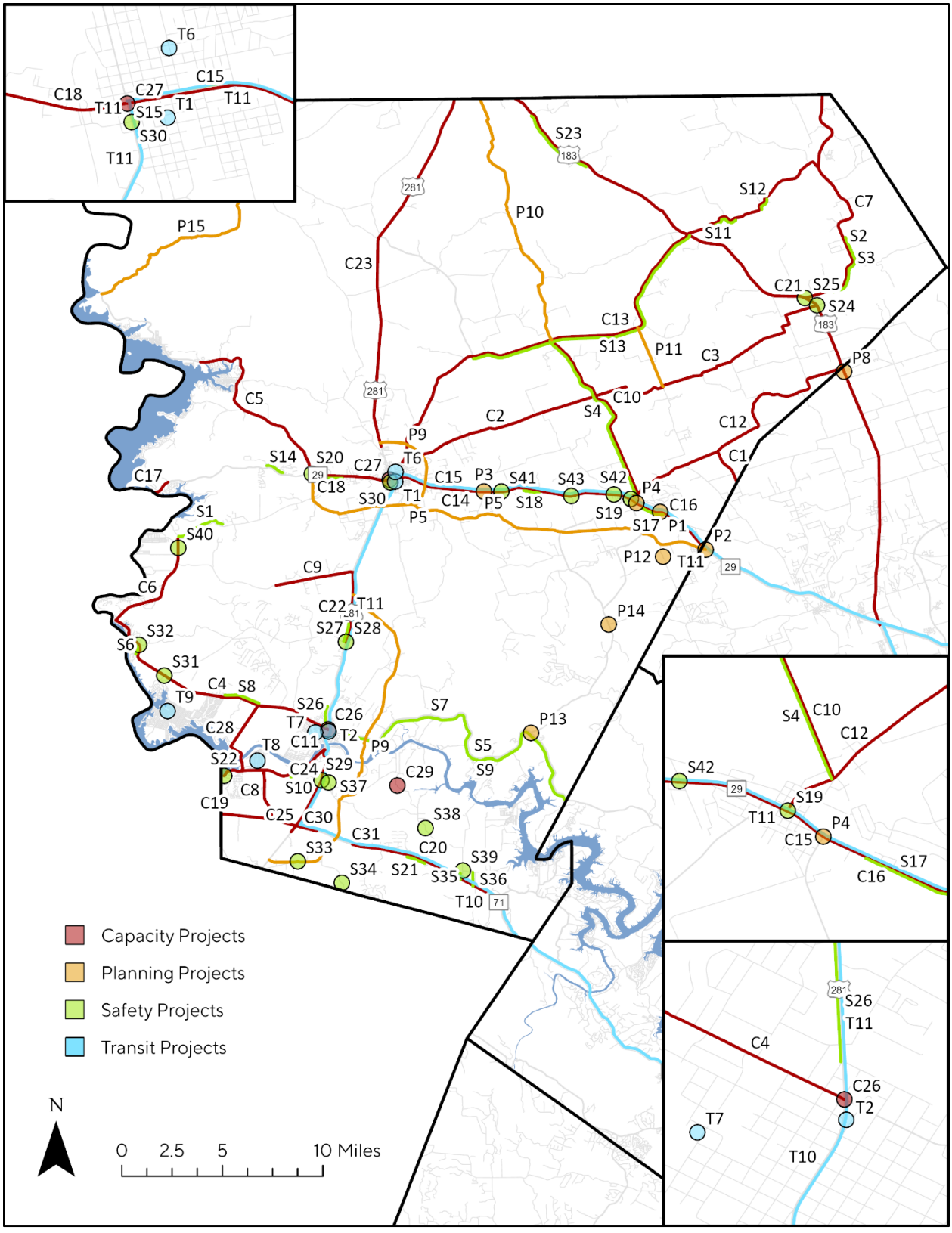


Figure 1. Comprehensive Map of Projects map

Existing Trends and Conditions

Population and Employment

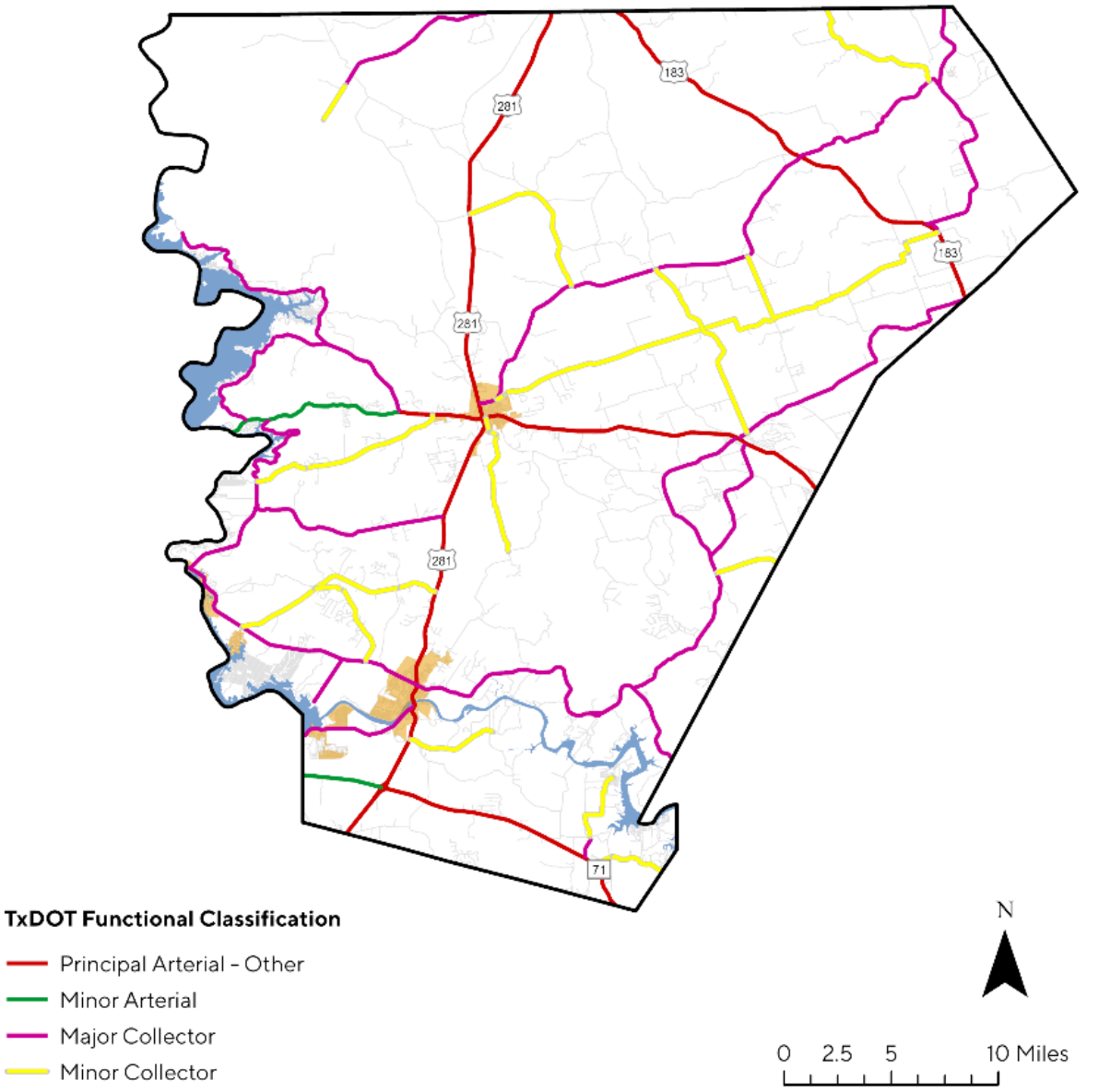
Burnet County sits in the northwest corner of the six-county Capital Area region, which is rapidly growing in both population and employment. Cities such as Marble Falls, Burnet, and Bertram are becoming increasingly more popular to live in, work in, and visit. The towns and natural resources have contributed to the rising importance of transportation planning, as the county looks to mitigate traffic congestion and reduce transportation safety risks.

Figure 2 shows data from the US Census Bureau decennial census and Population Estimates Program. According to the most recent data, Burnet County currently has a population of 57,015 and an employment number of around 19,000. These numbers are expected to grow to around 63,000 and 23,000 respectively by 2050 according to the Texas Demographic Center.

Population Growth in Burnet County			
	2010 Population	2020 Population	2025 Population Estimate
Total – Burnet County	**42,754**	**49,480**	**57,015**
Bertram	1,348	1,646	2,142
Burnet (city of)	5,976	6,464	6,939
Cottonwood Shores	1,118	1,428	1,701
Granite Shoals	5,003	5,154	5,498
Highland Haven	431	419	407
Horseshoe Bay	3,516	4,285	5,339
Marble Falls	6,056	7.079	9,633
Meadowlakes	1,672	1,890	1,831
Double Horn	-	263	289
Data Source: 2010 Census, 2020 Census, Census Population Estimates Vintage 2025			

Figure 2. Population Growth in Burnet County table

Existing Network Roadway Classification



Data Source: TxDOT Roads Functional Classification Map

Figure 3. Existing Roadway Classification map

Figure 3 depicts the major roadways in Burnet County using TxDOT and Federal Highway Administration (FHWA) roadway classification system. The map displays all roadways classified as minor collector or above (local roads are excluded). It shows US 281, SH 71, SH 29, and US 183 as the four Principal Arterials in Burnet County. All other roads are classified as major collectors or below.

US 281 runs north-south through the cities of Burnet and Marble Falls. It is the only major roadway to cross the Colorado River in the southern part of the county. US 281 connects the Lampasas and Killeen areas south to Blanco County, creating high traffic volumes through Burnet County.

SH 71 runs east-west through the southernmost part of Burnet County. The roadway serves the primary connector from Marble Falls into Travis County. Vehicles travelling from Llano County rely on SH 71 to reach Travis County as well.

SH 29 runs east-west through the middle of Burnet County and the cities of Burnet and Bertram. This roadway provides residents with access to Williamson County and US 183 east of Bertram. SH 29 sees a large number of vehicles traveling from Llano County to Burnet, Williamson, and Travis Counties. Additionally, this route provides the most direct access to I-35 from Burnet County.

US 183 runs through Briggs and the northeast part of the county, connecting the Lampasas and Killeen areas to Williamson and Travis Counties. US 183 sees a relatively high proportion of truck traffic and brings many travelers driving from north of Burnet County.

The four arterials are a heavy emphasis for capacity and safety improvement in this transportation plan due to their critical roles in supporting access and mobility throughout Burnet County.

Figure 4 states the network importance of each classification. These descriptions help TxDOT and FHWA designate roadways in the region. Functional classification plays a key role in determining the funding opportunities that each roadway qualifies for. The Federal-aid highway system consists of all roadways classified as minor collector or above within urban areas (as designated by the Census Bureau) and all roadways classified as major collectors or above outside of urban areas. Only roadways on the Federal-aid highway system are eligible for Federal Surface Transportation Block Grant (STBG) funding.

Functional Classification	Network Importance
Interstate	Corridors of national importance providing long-distance travel
Principal Arterial (other freeways and expressways)	Corridors of national importance providing long-distance travel
Principal Arterial (other)	Corridors of regional importance connecting large activity centers
Minor Arterial	Corridors of local importance connecting activity centers
Major Collector	Roadways providing connections between arterials to local roads and streets
Minor Collector	Roadways providing connections between major collectors to local roads and streets
Local Roads	All other roads
Data Source: TxDOT Roadway Design Manual, Federal Highway Administration	

Figure 4. TxDOT Functional Classification table

Performance Measures

CAMPO's regional Travel Demand Model forecasts future growth by digitizing the existing, planned, and desired roadway connections into the regional model network and assigning attributes such as number of lanes and functional class based on the proposed improvement. The model provides performance metrics related to travel that are used to evaluate and compare scenarios, i.e. what would happen to traffic delay and travel patterns if a roadway is widened to add more lanes compared to if no project is constructed. The standard performance metrics from the CAMPO Travel Demand Model are described below:

Total Centerline Miles - the sum of the length of each roadway in the region. Increasing centerline mileage is equivalent to adding new roadways to the region's current network.

Vehicle Miles Traveled (VMT) - represents vehicular demand. VMT is calculated by multiplying the number of vehicles on a roadway segment by the length of that segment. VMT can be calculated for individual roadways or for the entire regional roadway network.

Vehicle Hours Traveled (VHT) - the amount of time vehicles are on the roadways. VHT is calculated by multiplying the number of vehicles on a roadway by the travel time of the roadway. VHT typically decreases when improvements are made.

Average Daily Traffic (ADT) - The average daily traffic volume. It represents the total two-way traffic on a roadway for some period less than a year, divided by the total number of days it represents, and includes both weekday and weekend traffic. Usually, ADT is adjusted for day of the week, seasonal variations, and/or vehicle classification.

Average Annual Daily Traffic (AADT) - Represents the total traffic for a year divided by 365, or the annual average traffic volume per day. Due to seasonal, weekly, daily, or hourly variations, AADT by itself lacks the level of precision to adequately predict the anticipated vehicular operations.

Figures 5-9 were created using data from CAMPO Travel Demand Model Year 2025.

	Total Centerline Miles by CAMPO Regional Classification Type						
Type	**Bastrop**	**Burnet**	**Caldwell**	**Hays**	**Travis**	**Williamson**	**CAMPO Region**
Interstate	-	-	15	-	102	88	205
Other Freeway and Expressway	10	-	69	-	406	144	629
Other Principal Arterial	197	**95**	56	85	275	272	980
Minor Arterial	42	**11**	47	50	360	191	699
Major Collector	177	**162**	154	209	721	538	1,961
Minor Collector	69	**91**	57	11	129	87	444
Local	1,116	**682**	542	802	3,891	2,904	9,938
Total Network Miles	**1,612**	**1,042**	**939**	**1,156**	**5,884**	**4,223**	**14,856**
Data Source: TxDOT Roadway Inventory							

Figure 5. Total Centerline Miles by CAMPO Regional Classification Type table

	Percent of Centerline Miles by CAMPO Regional Classification Type						
Type	**Bastrop**	**Burnet**	**Caldwell**	**Hays**	**Travis**	**Williamson**	**CAMPO Region**
Interstate	-	-	1.6%	-	1.7%	2.1%	1.4%
Other Freeway and Expressway	0.6%	-	7.3%	-	6.9%	3.4%	4.2%
Other Principal Arterial	12.2%	**9.2%**	5.9%	7.3%	4.7%	6.4%	6.6%
Minor Arterial	2.6%	**1.0%**	5.0%	4.3%	6.1%	4.5%	4.7%
Major Collector	11.0%	**15.6%**	16.4%	18.1%	12.3%	12.7%	13.2%
Minor Collector	4.3%	**8.7%**	6.1%	0.9%	2.2%	2.1%	3.0%
Local	69.3%	**65.5%**	57.7%	69.4%	66.1%	68.8%	66.9%
Total Network Miles	**10.9%**	**7.0%**	**6.3%**	**7.8%**	**39.6%**	**28.4%**	-
Data Source: TxDOT Roadway Inventory							

Figure 6. Percent of Centerline Miles by CAMPO Regional Classification Type table

In *Figures 5 and 6*, centerline miles in the CAMPO region are divided by county and TxDOT functional classification. *Figure 5* displays totals, while *Figure 6* displays percentages. Burnet County contains 1,042 total centerline miles, which equals 7.0% of the entire CAMPO region. Within Burnet County, approximately two-thirds of all lane mileage is from local roadways.

Vehicle Miles Traveled by County		
County	**VMT**	**% VMT**
Bastrop	3,018,504	4.21%
Burnet	**2,082,813**	**2.91%**
Caldwell	2,028,121	2.83%
Hays	8,777,061	12.24%
Travis	38,150,012	53.22%
Williamson	17,624,982	24.59%
Total	71,681,493	-
Data Source: CAMPO 2050 Travel Demand Model, Year 2025		

Figure 7. Vehicle Miles Traveled by County table

Vehicle miles traveled (VMT) represents the demand on the regional roadway network. Today over 2 million vehicle miles are traveled each day in Burnet County, representing 2.91% of the Capital Area (down from 4% in 2020).

Vehicle Hours Traveled by County		
County	**VHT**	**% VHT**
Bastrop	74,454	3.32%
Burnet	**47,498**	**2.12%**
Caldwell	45,231	2.02%
Hays	246,374	11.00%
Travis	1,382,309	61.73%
Williamson	443,392	19.80%
Total	2,239,258	-
Data Source: CAMPO 2050 Travel Demand Model, Year 2025		

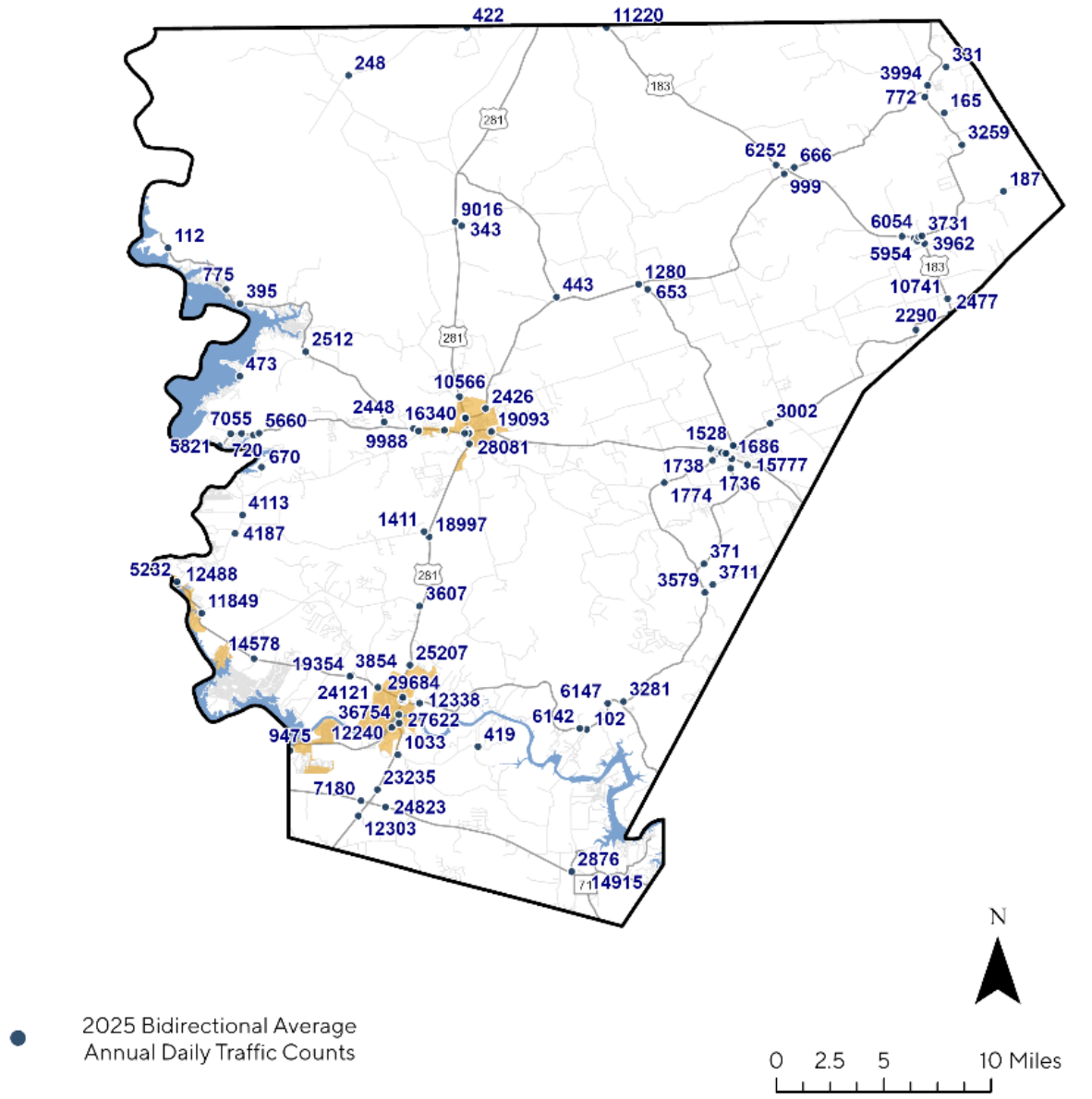
Figure 8. Vehicle Hours Traveled by County table

Vehicle Hours Traveled (VHT) represents the time spent on the network each day. Burnet County drivers spend over 47,000 hours a day traveling within the county (down from 51,000 in 2020)

Vehicle Hours Traveled by Functional Class in Burnet County		
Functional Class	**VHT**	**% VHT**
Limited Access	-	-
Principal Arterial	27,204	57.27%
Minor Arterial	6,123	12.89%
Other	14,171	29.83%
Total	47,498	-
Data Source: CAMPO 2050 Travel Demand Model, Year 2025		

Figure 9. Vehicle Hours Traveled by Functional Class table

57.27% of the Vehicle Hours Traveled (VHT) in Burnet County occur on principal arterials, while 42.73% of the VHT is on minor arterials and local roads.



Data Source: TxDOT Transportation Project Planning Statewide Traffic Count Map

Figure 10. Traffic Counts map

Figure 10 shows 2025 bidirectional Average Annual Daily Traffic counts (AADT) in Burnet County. The traffic counts were provided by the Texas Department of Transportation (TxDOT). Burnet County completed their own traffic count survey in 2025 (shown in *Appendix B*). Some of the roadways with the highest AADT in Burnet County are US 281, SH 29, RM 1431, and SH 71. While these four roadways range from 19,000 to 37,000 AADT, no other roadways in the County exceed 12,000 AADT.

Freight Travel

While freight movement is essential for the economy to function, it also creates additional roadway requirements. Wider lanes and safety infrastructure are often needed to help protect other vehicles on the road.

Daily Vehicle Miles Traveled (DVMT) is calculated by multiplying the number of vehicles on a roadway segment by the length of that segment. *Figure 11* displays the DVMT for five major roadways in Burnet County. These roadways are the five highest in Truck DVMT by a significant margin.

Daily Vehicle Miles Traveled (DVMT) on Major Roadways in Burnet County			
Major Roadway	**Truck DMVT**	**Total Vehicle DVMT**	**Percent Truck DVMT**
US 281	123,378 miles	1,379,506 miles	8.9%
SH 71	86,249 miles	570,651 miles	15.1%
SH 29	78,434 miles	732,533 miles	10.7%
US 183	49,805 miles	307,752 miles	16.1%
RM 1431	42,616 miles	690,657 miles	6.2%
Data Source: CAMPO Data Dashboards			

Figure 11. Daily Vehicle Miles Traveled table

US 281 is the roadway with the highest Truck DVMT and Total Vehicle DVMT in Burnet County, by a significant margin. The principal arterial runs north-south in the county, providing valuable access to the cities of Burnet and Marble Falls. It is notably the only major roadway to cross the Colorado River in the southern part of the county. US 281 connects the Lampasas and Killeen areas south to Blanco County, creating high traffic volumes through Burnet County.

SH 71 is a principal arterial that runs east-west in the southernmost part of Burnet County. The roadway sees high DVMT as the primary connector into Travis County. Vehicles travelling from Llano County rely on SH 71 to reach Travis County as well.

SH 29 is a principal arterial that runs east-west through the middle of Burnet County and the cities of Burnet and Bertram. This roadway has the second highest Total Vehicle DVMT in Burnet County as it provides residents access to Williamson County and US 183 east of Bertram. SH 29 sees a large amount of vehicles traveling from Llano County to Burnet, Williamson, and Travis Counties. Additionally, this route provides the most direct access to I-35 from Burnet County.

US 183 is a principal arterial in the northeast part of Burnet County. It runs through Briggs and connects the Lampasas and Killeen areas to Williamson and Travis Counties. US 183 sees a relatively high proportion of truck traffic and brings many travelers driving from north of Burnet County.

RM 1431 is classified by TxDOT as a major collector. While it is not on the Texas Highway Freight Network, it remains one of the most important roadways in Burnet County. The east-west route runs through Kingsland, Granite Shoals, and Marble Falls and goes as far east as Round Rock. RM 1431 has the third highest total vehicle DVMT in Burnet County.

These five roadways all present many safety and capacity issues for residents in Burnet County. As a result, they are some of the largest focal points in this transportation plan.

Railroads

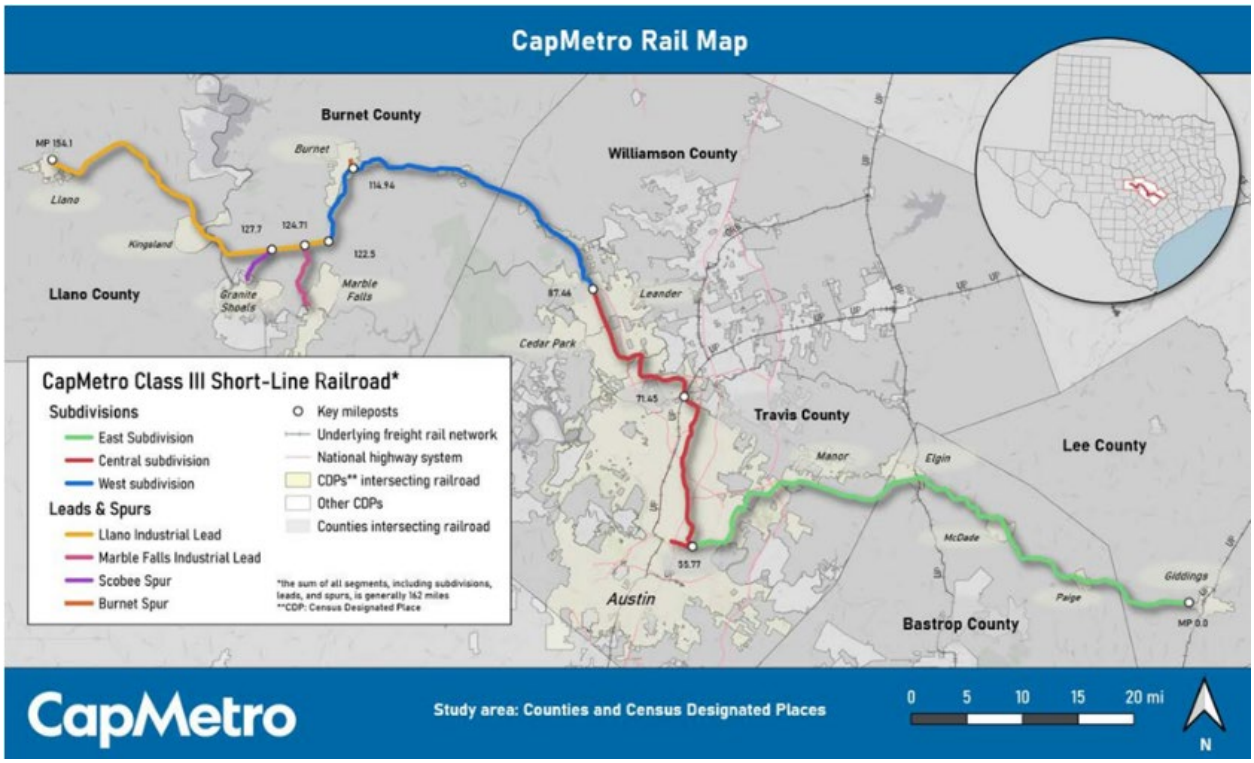


Figure 12. CapMetro Rail map

Austin Western Railroad (AWRR) runs the only active freight rail service through Burnet County. These rail lines are owned by the Capital Metropolitan Transit Authority (CapMetro), but are not currently used for any passenger rail. Due to the expected growth in the region, CapMetro is developing a comprehensive rail improvement study of the tracks shown in *Figure 12*.

Grade Separation Grant Opportunities

Safety and mobility concerns can arise on corridors with at-grade railroad crossings (identified later in *Figure 25*). There are three notable grant opportunities that Burnet County could use to fund grade separations, and related improvements, of rail and roadway or rail and pedestrian crossings. First, TxDOT's Off-System Rail Grade Separation State Fund Program funds projects that eliminate adjacent at-grade rail crossings or that build new grade-separated pedestrian and rail crossings on off-system roadways. Second, the Federal Rail Administration (FRA)'s Crossing Safety Program/Railroad Crossing Elimination (RCE) Grant Program funds a variety of improvement projects including grade separation or closure, as well as other safety improvements around rail and highway or pathway grade crossings. Third, the United States Department of Transportation (USDOT) Railroad Crossing Elimination (Crossing Safety) Grant Program funds rail and highway or pathway grade crossing improvements that include grade crossing removal and safety improvements.

Bridge Conditions

Every bridge in Burnet County was inspected by the Texas Department of Transportation (TxDOT) during the 2024-2026 Bridge Inspection Cycle. The reports found that all but two bridges have deck/superstructure/substructure ratings of satisfactory or better. Two bridges have components rated fair (moderate defects, but strength and performance of components are not affected). Both these bridges already have posted load limits, and no recommendation from TxDOT was provided in these reports to adjust the load limits. Information about these reports is available upon request to TxDOT.

Many of these bridges have detailed repair and improvement recommendations from the bridge inspection reporting. Should the county choose to establish priority of repair for a potential bridge program, CAMPO recommends that a professional engineer review these reports to determine cost of the recommended repairs for each bridge, a level of effort assessment for repairs, and a high-level risk assessment. Taken together, these items could be used to determine priority and to form the basis of a bridge improvement program.

Public Transit

The primary public transit service in Burnet County is the Capital Area Rural Transit System (CARTS). The CARTS Country Bus system is a curb-to-curb service that provides service anywhere in the county with reservations made in advance. The Country Bus also provides weekday service between Burnet and Marble Falls, and within Granite Shoals. The CARTS NOW system provides on-demand service anywhere within the city limits of Marble Falls, allowing residents to use it on short-term notice. These transportation options are especially beneficial to those in Burnet County without access to a car or without the ability to drive.

Roadway Safety

Safety is one of the most important transportation issues in Burnet County. From 2019-2023, the county has experienced the highest rate of fatal and serious injury crashes (per 100k population) of all counties in the CAMPO region. CAMPO's Regional Safety Action Plan (RSAP) and the Burnet County Safety Action Plan (SAP) presented recommendations for targeted safety improvements along 19 priority corridors and at 6 key intersection with high concentrations of fatal and serious injury crashes *(Figure 13)*. The countermeasures offered highlighted the need to address speeding, lane departures, and dark conditions at the time of the crash. With the input of the Burnet County Safety Task Force, made up of local transportation safety experts and practicioners, these potential improvements were prioritized based on potential crash reduction, cost, benefits to vulnerable and underserved communities, and readiness for implementation. These locations and countermeasures were also further vetted by the community through online open houses and in-person pop-up events as documented in the CAMPO RSAP and Burnet County SAP.

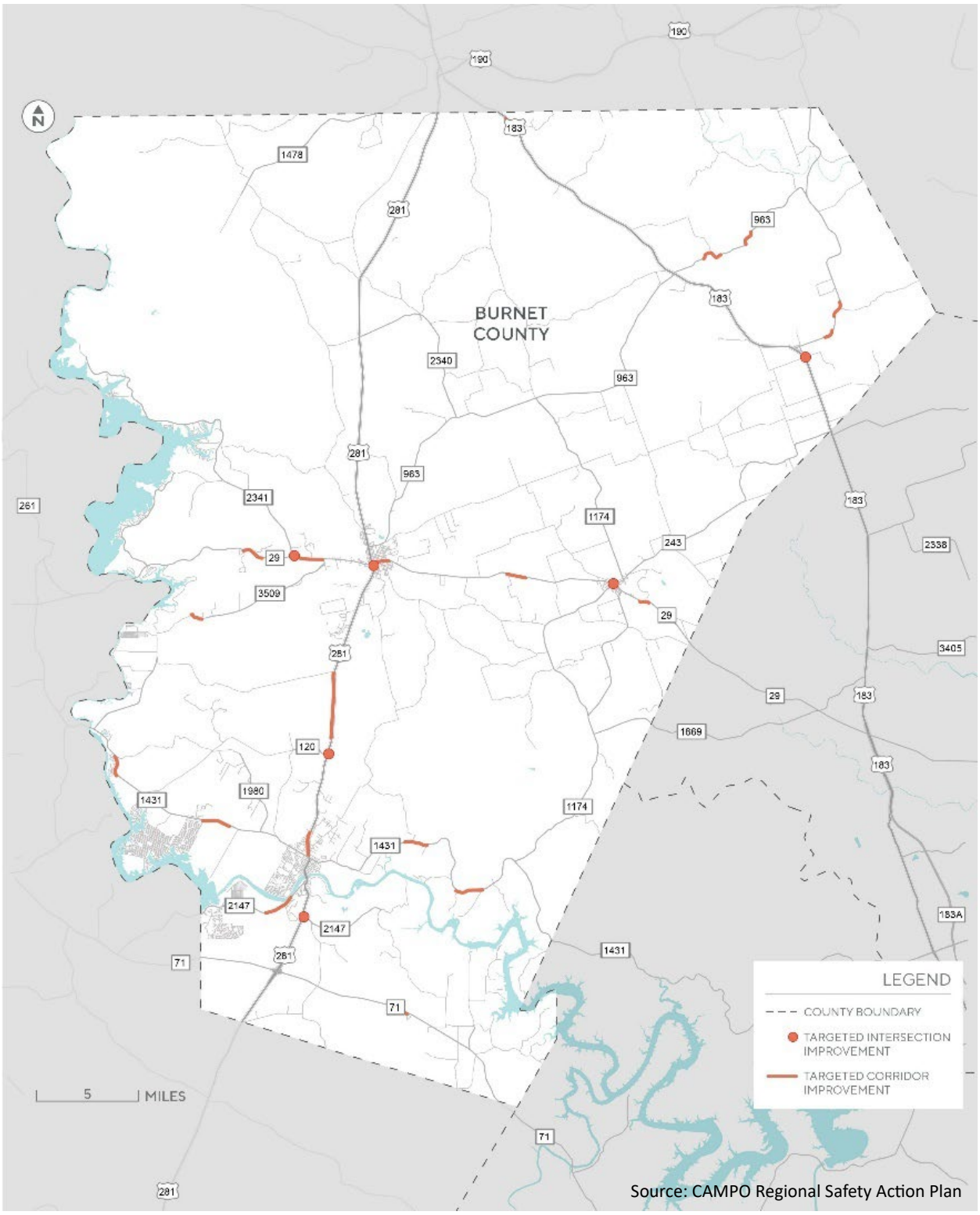


Figure 13. RSAP Targeted Safety Improvements map

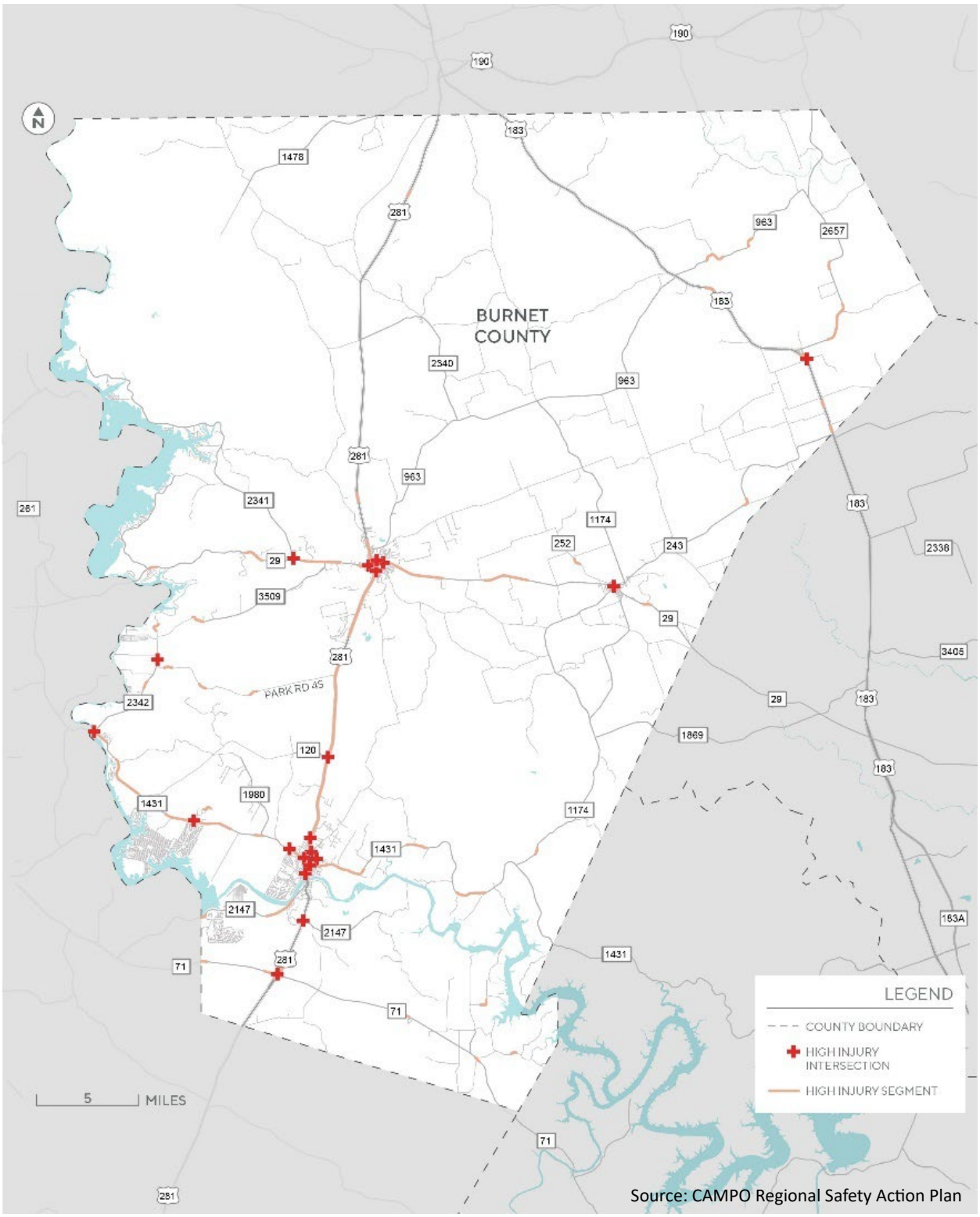
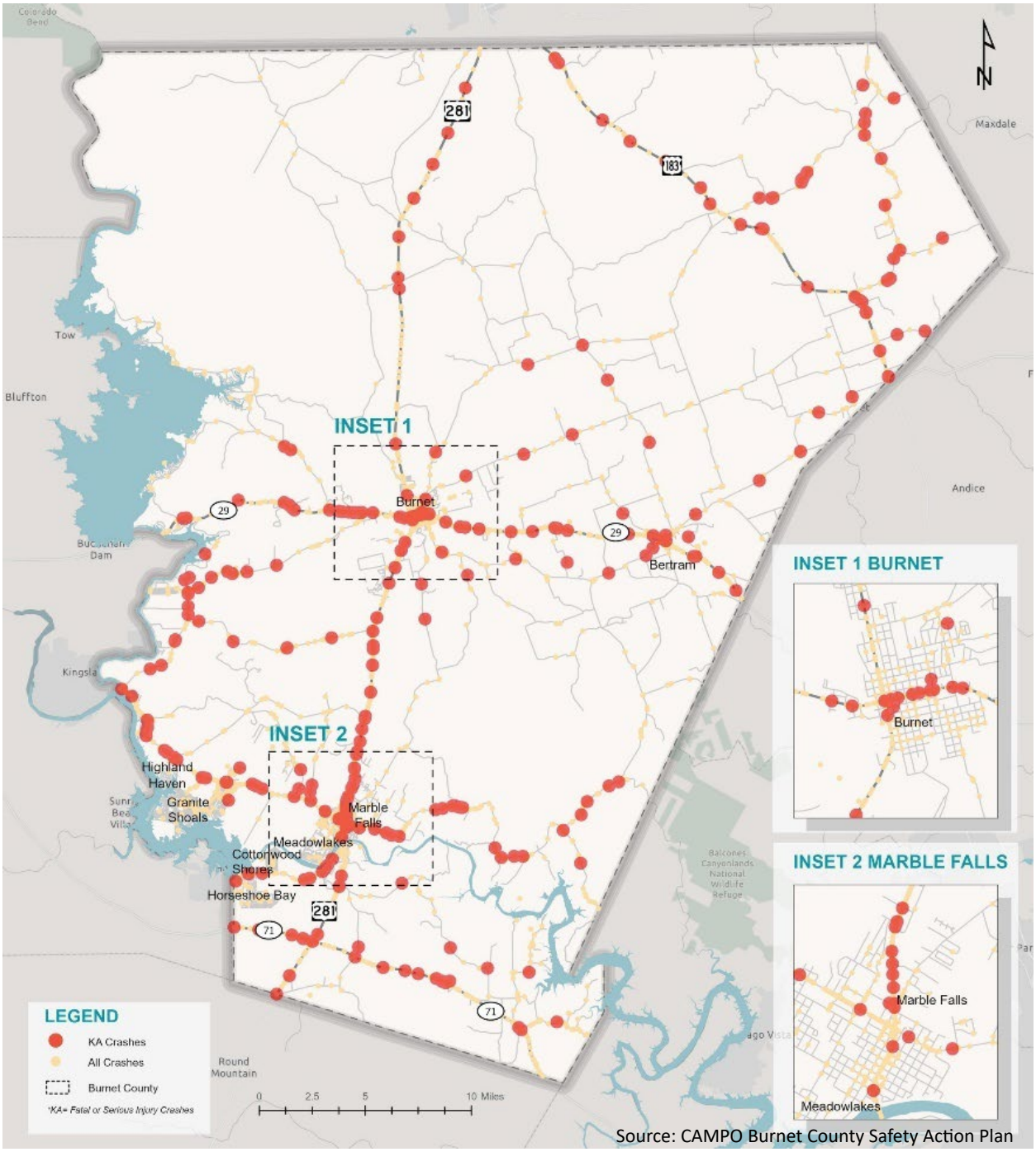


Figure 14. High Injury Network map

Another important outcome of the Burnet County SAP was the identification of a High Injury Network (HIN) of roadways and intersections that have a disproportionate share of fatal and serious injury crashes

compared to other locations in the county *(Figure 14)*. Nearly 60% of all fatal and serious injury crashes occurred on only 5% of the roadway network, highlighting the need for targeted, location-specific countermeasures. Analysis from the RSAP and Burnet County SAP shows that speed is the single most important factor in crash severity. Within Burnet County, FM 2657 north of Briggs is one of the most dangerous segments of roadway in the CAMPO region due to excessive speeding reported at many locations along the corridor.



Source: CAMPO Burnet County Safety Action Plan

Figure 15. KABCO Crashes map

Figure 15 shows crashes in Burnet County between 2019 and 2023. Fatal and serious injury crashes are shown in red, while all other crash types are shown in orange. This information was collected from the Texas Crash Records Information System (CRIS) database maintained by TxDOT. Crashes are reported by law enforcement and often include additional information, such as contributing factors for the crash and the types of vehicles or roadway users involved.

Vulnerability Analysis

Not all communities in Burnet County have equal access to mobility options or have seen similar investments in infrastructure. Additionally, underserved communities in the CAMPO region experience greater traffic safety risks and also suffer more severe safety outcomes. This is why it is important to understand where vulnerable or underserved communities live within the County and what transportation issues they are more likely to face.

The CAMPO RSAP and 2050 Regional Transportation Plan (RTP) used three publicly available datasets to help identify underserved need areas within the CAMPO region. These include:

1. Areas of Persistent Poverty, or areas with a poverty rate of at least 20 percent.
2. Title VI, or Census Tracts with less than 50 percent of the population identified as “White, non-Hispanic.”
3. Vulnerable Populations, an index developed by CAMPO to show high concentrations of low-income households, minority populations, seniors, school-aged children, persons with a disability, limited-English proficiency households, and zero-vehicle households.

Figure 16 shows the underserved areas of Burnet County according to these definitions. While there are no “Areas of Persistent Poverty” as defined by the dataset within Burnet County, there are a few areas near Marble Falls, Burnet, Cottonwood Shores, Horseshoe Bay, and Granite Shoals that are home to vulnerable populations or are Title VI areas. The Burnet County SAP showed that underserved need areas make up about 5% of the County’s land area but are the location of 32% of fatal and serious injury crashes. In Burnet County, underserved need areas see a crash rate 9 times higher compared to non-underserved need areas.

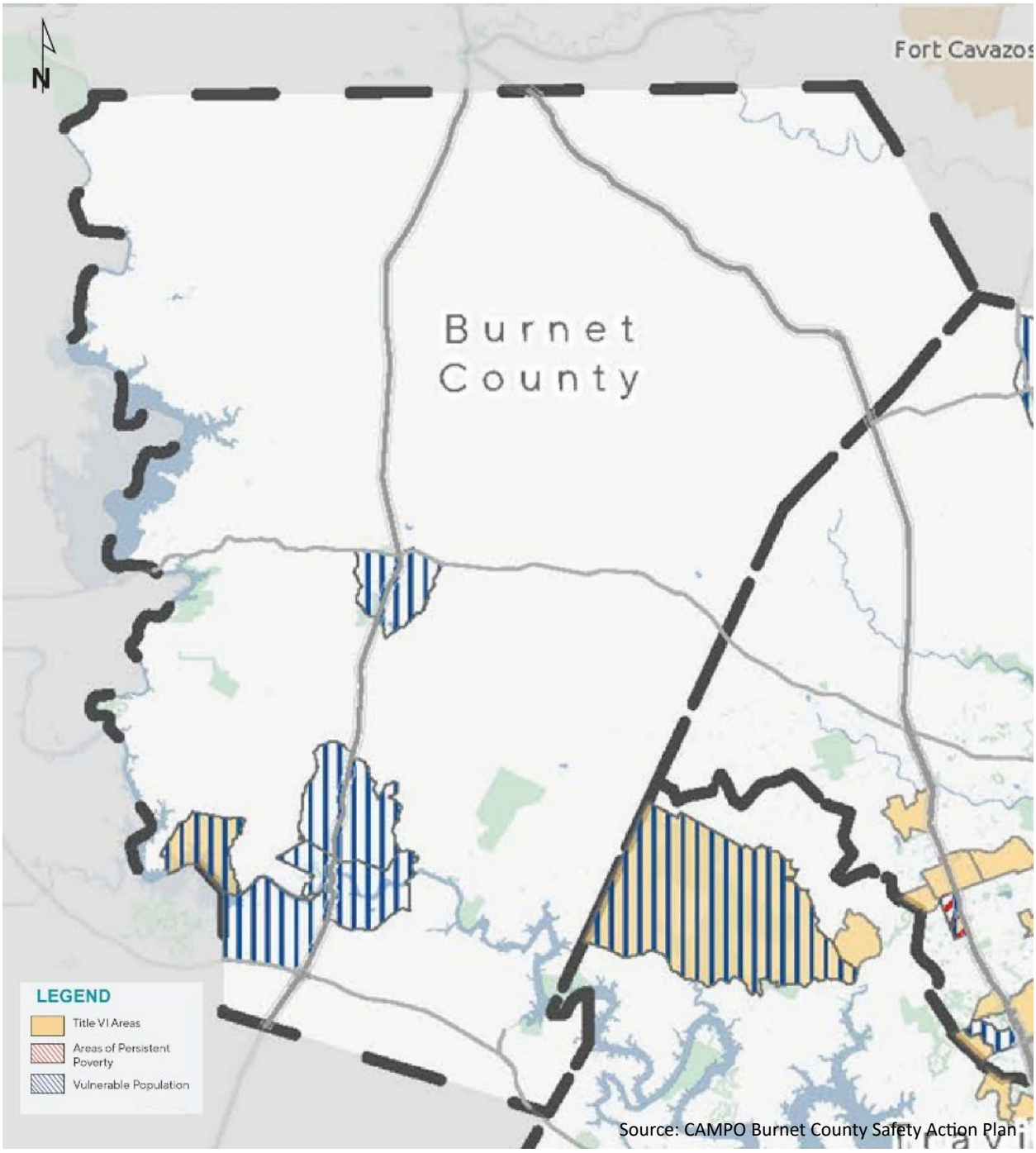


Figure 16. Vulnerability Analysis map

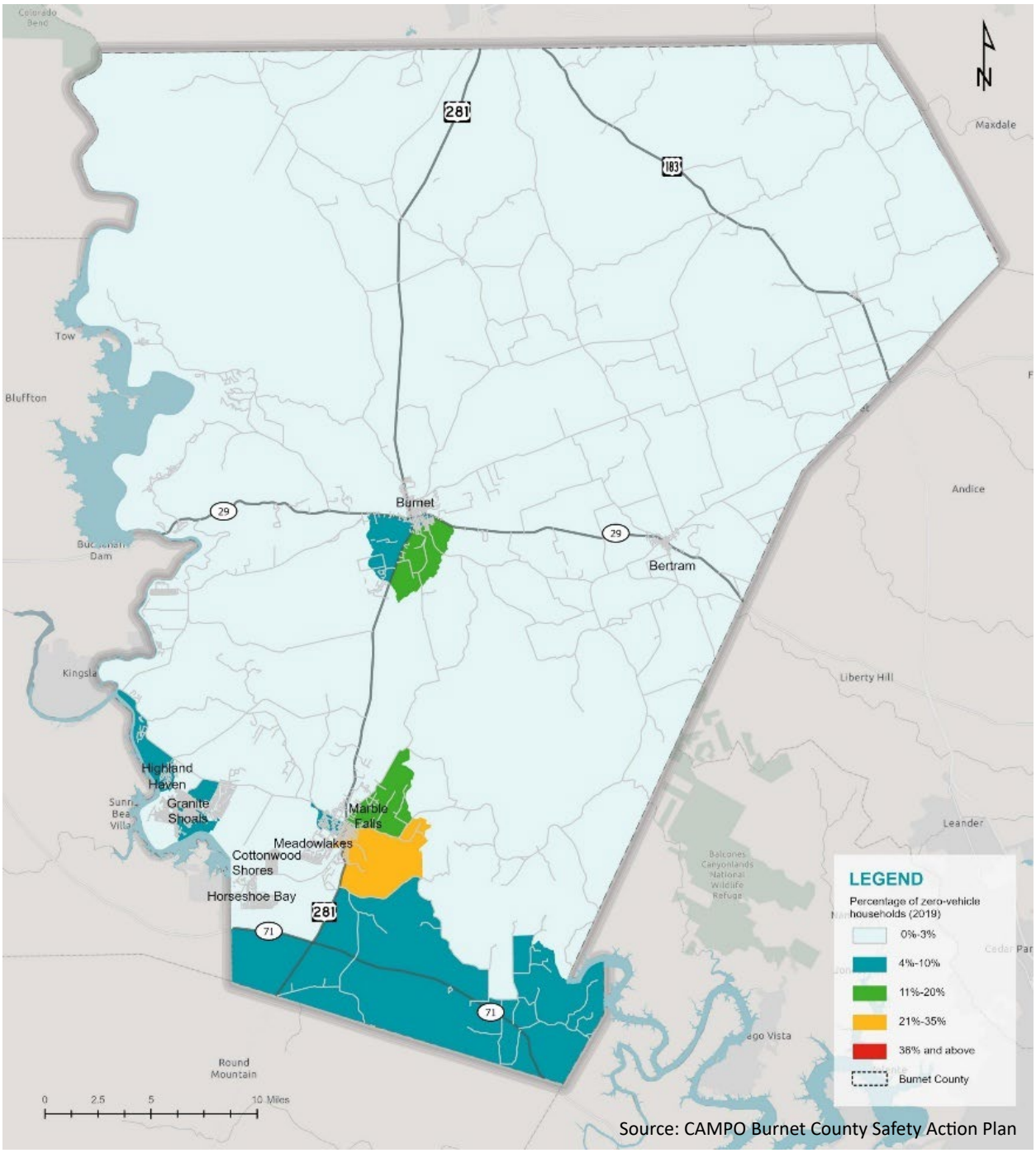


Figure 17. Zero-Vehicle Households map

Figure 17 shows the proportion of Zero-Vehicle Households by Census Block Group throughout Burnet County. In general, there are more Zero-Vehicle Households in or near urban areas, such as Burnet or Marble Falls. These households may find it more difficult to gain access to jobs or to daily goods and services.

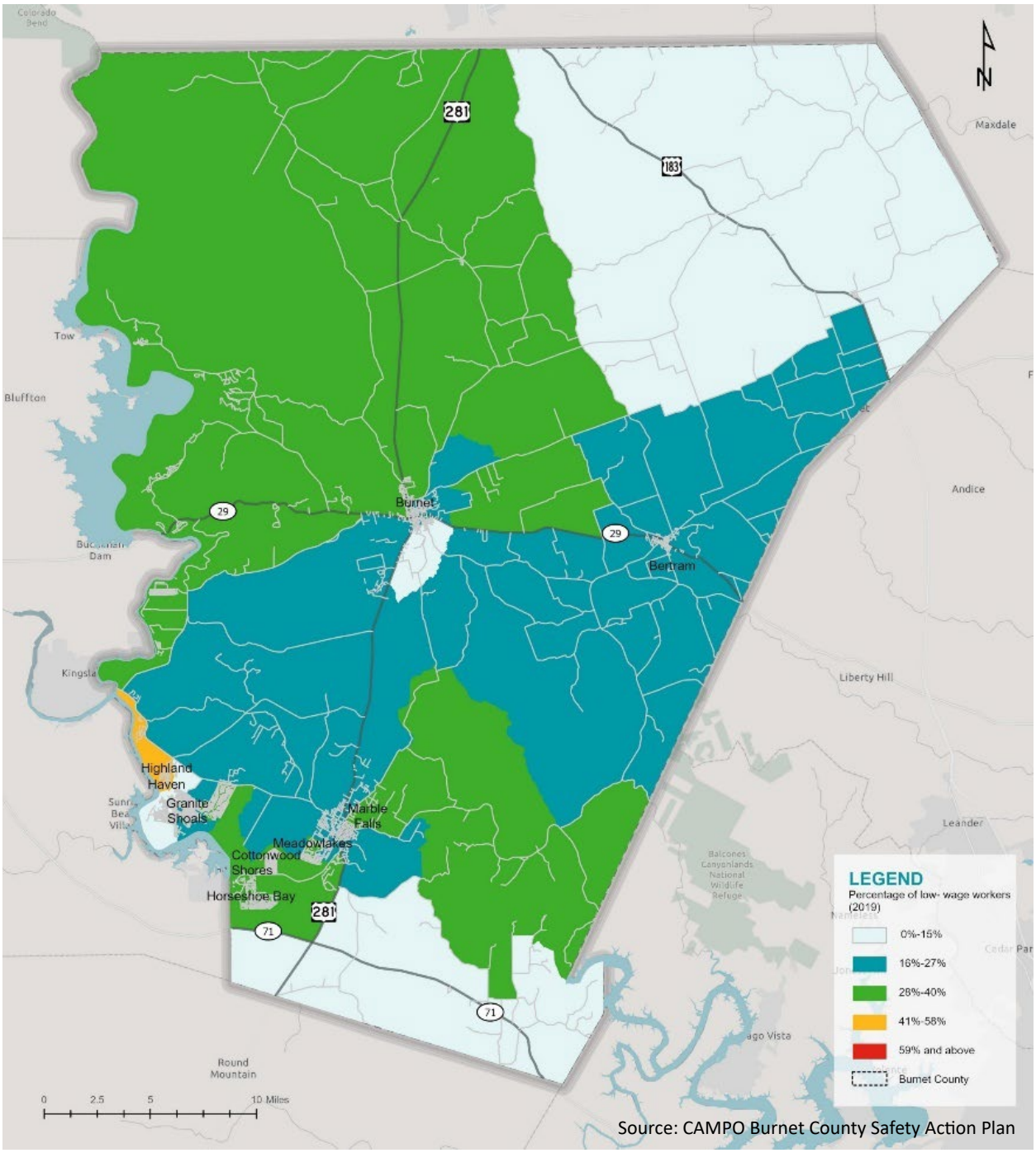


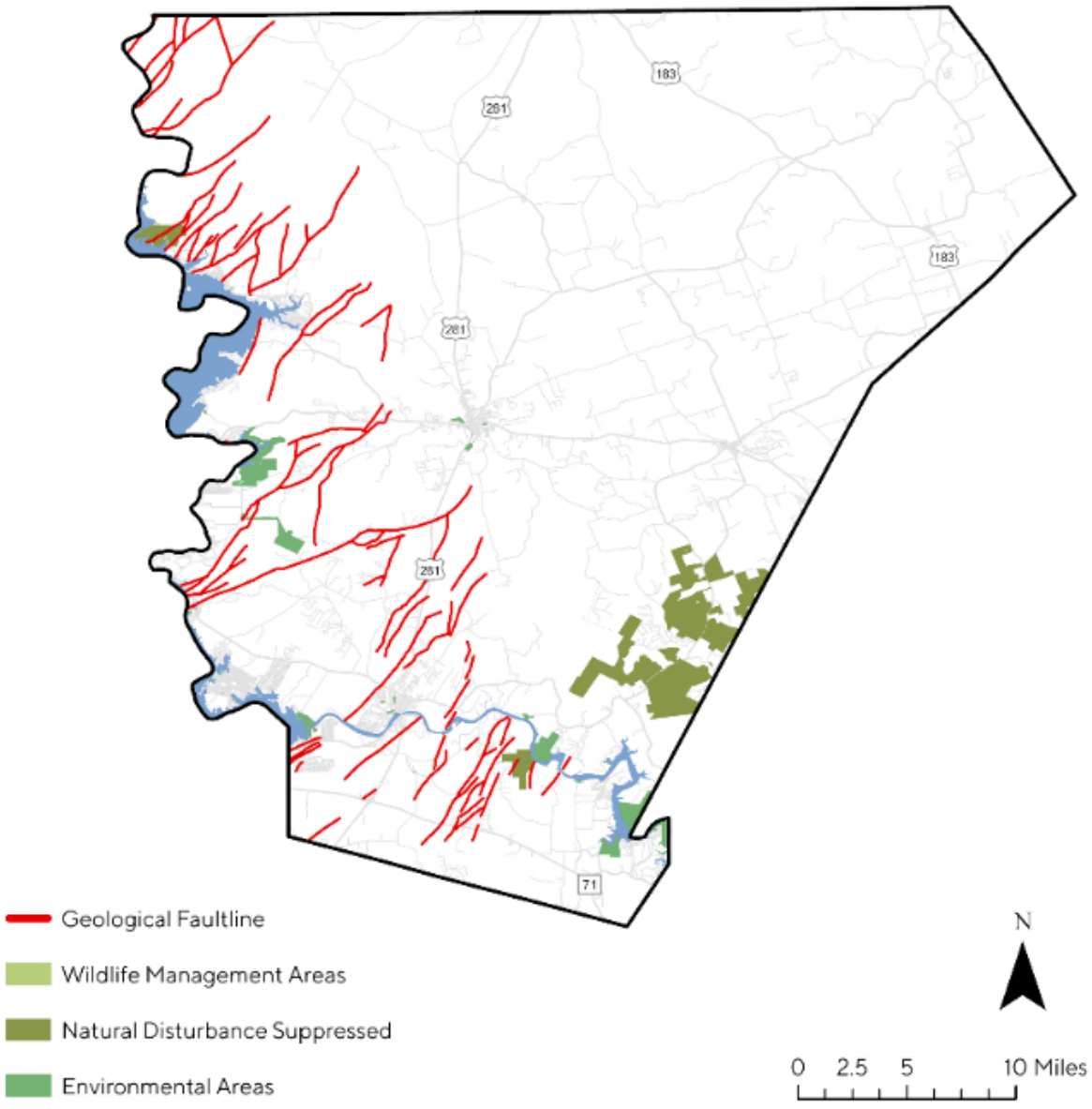
Figure 18. Low-Wage Workers map

Low-wage workers are more vulnerable to losing access to a vehicle and may be more likely to rely on friends or family for getting around Burnet County. *Figure 18* shows a higher concentration of low-wage workers in the southwestern corner of the County.

Environmental Considerations

CAMPO's approach to regional transportation planning is comprehensive, considering not only the different modes themselves, but public health, safety, and vulnerability considerations. As these considerations remain relevant for the region, CAMPO will continue to prioritize them when planning for new infrastructure.

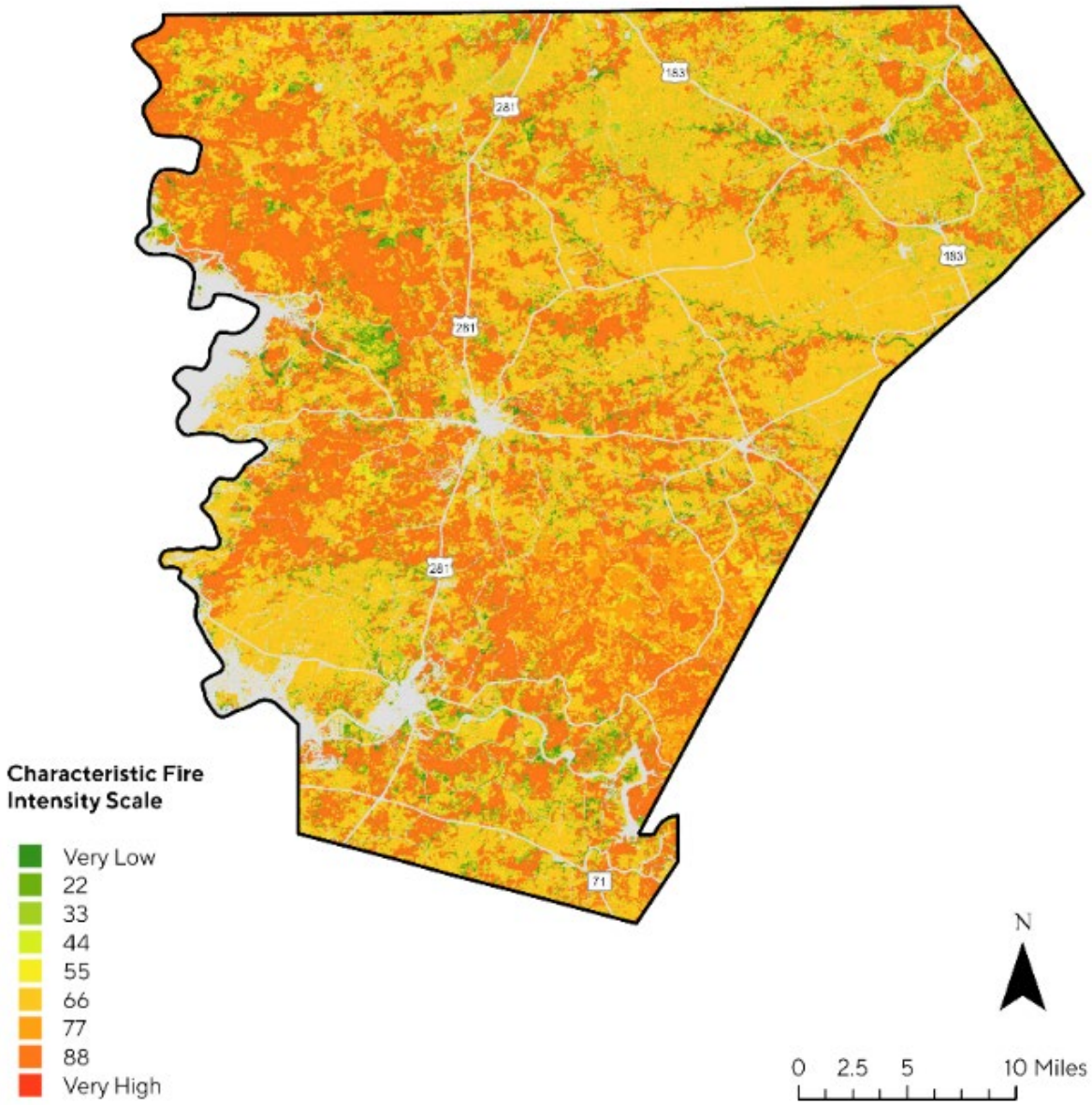
Environmental considerations for the regional long-range planning process include those related to the natural environment, vulnerable communities, and air quality. Maps displaying these considerations are displayed in *Figures 19 – 24*.



Source: CAMPO 2050 Regional Transportation Plan

Figure 19. Geological Fault Lines and Protected Environmental Locations map

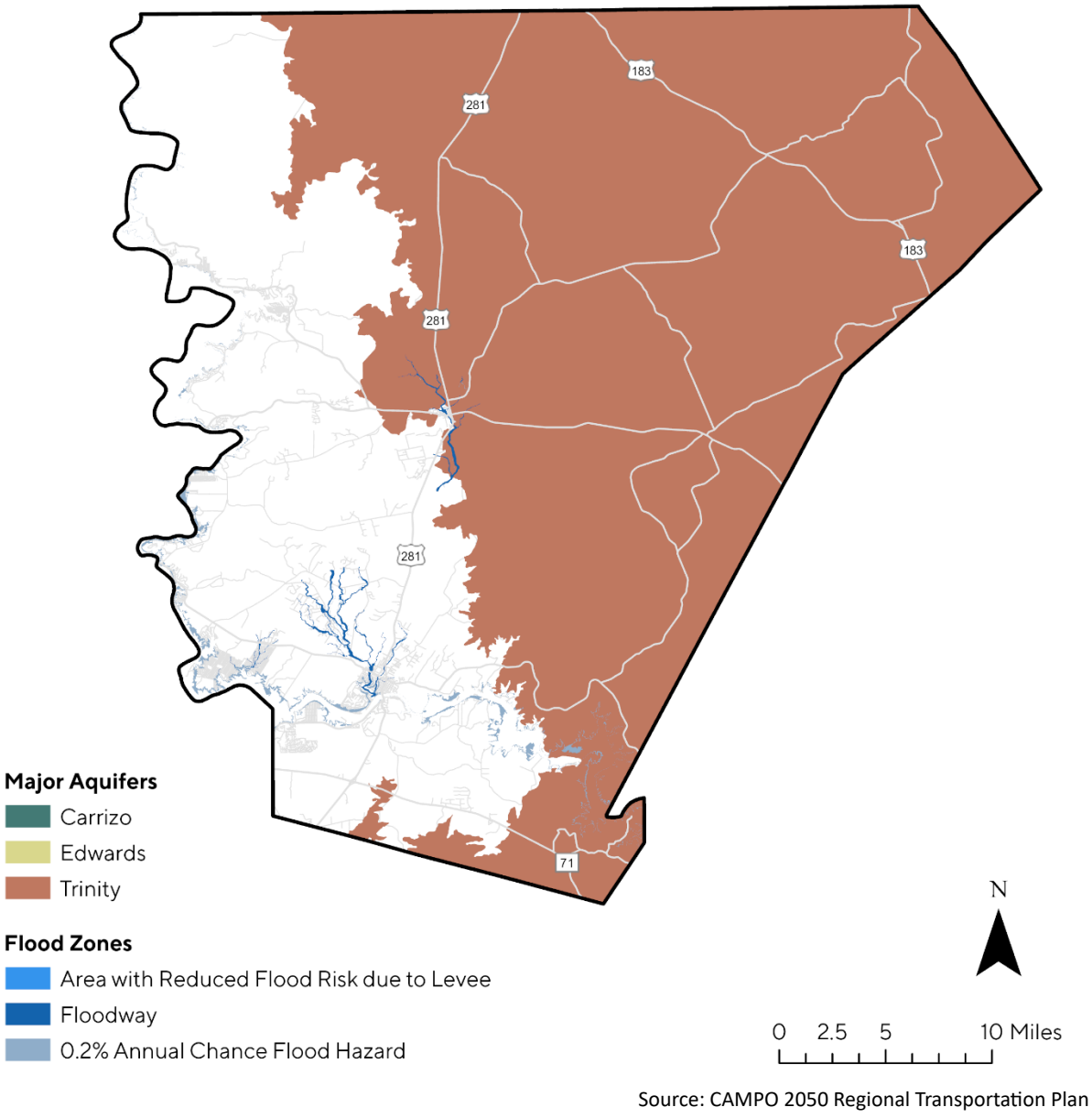
Identifying geological fault lines and protected environmental locations *(Figure 19)* is vital for transportation projects to avoid hazardous areas, minimize environmental impact, and ensure the safety and sustainability of infrastructure.



Source: CAMPO 2050 Regional Transportation Plan

Figure 20. Fire Intensity Scale map

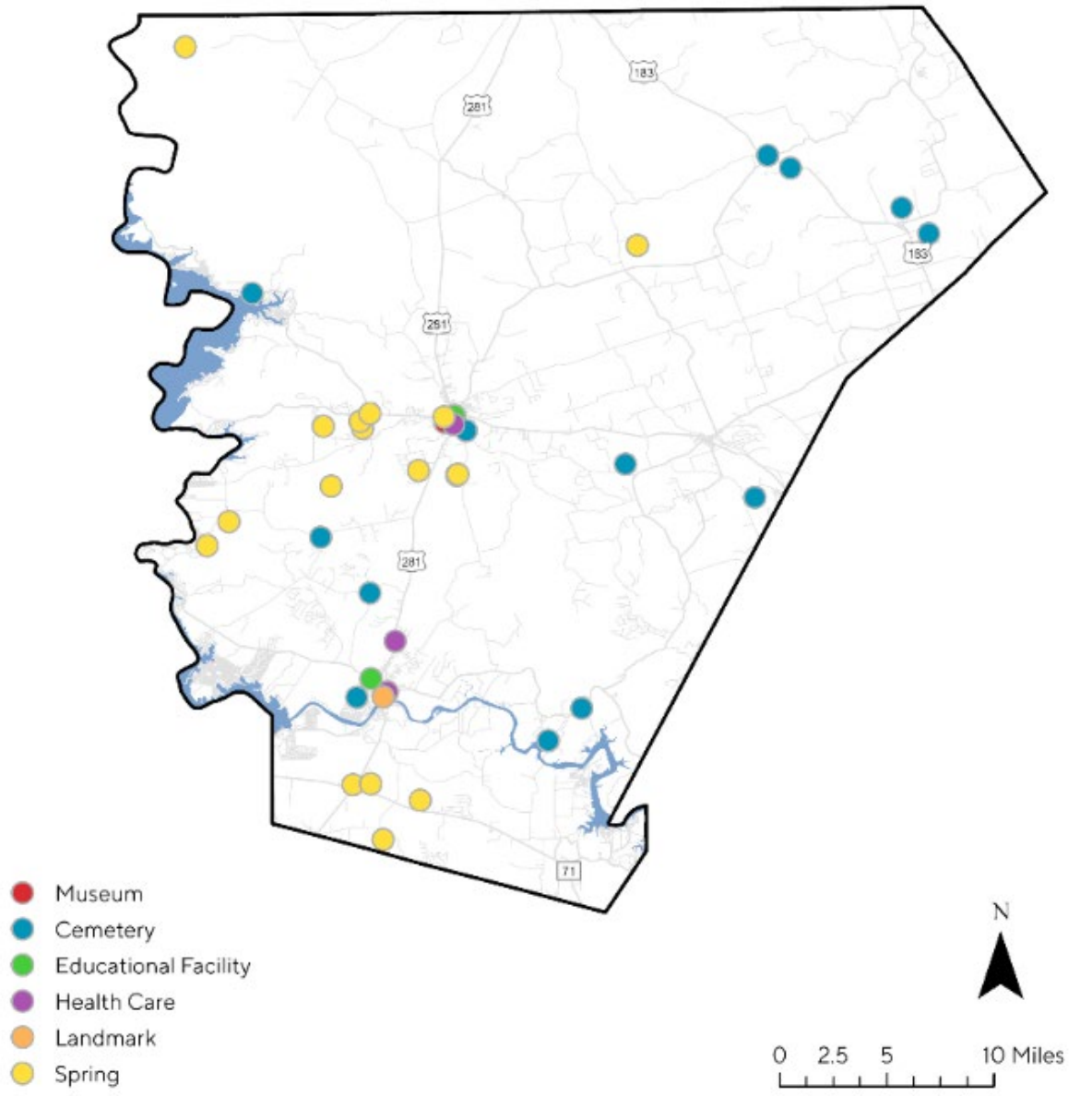
The Fire Intensity Scale *(Figure 20)* is essential for transportation projects to ensure safety and structural integrity by informing the design, material selection, and emergency response planning against potential fire scenarios.



Source: CAMPO 2050 Regional Transportation Plan

Figure 21. Flood Zones and Aquifers map

Understanding flood zones and aquifer locations *(Figure 21)* is critical for transportation projects to mitigate flood risks, ensure structural stability, and protect water resources during construction and operation.



Source: CAMPO 2050 Regional Transportation Plan

Figure 22. Points of Interest map

Considering points of interest such as landmarks and natural springs *(Figure 22)* is essential for transportation projects to enhance route planning, promote tourism, preserve cultural and natural heritage, and ensure community support.

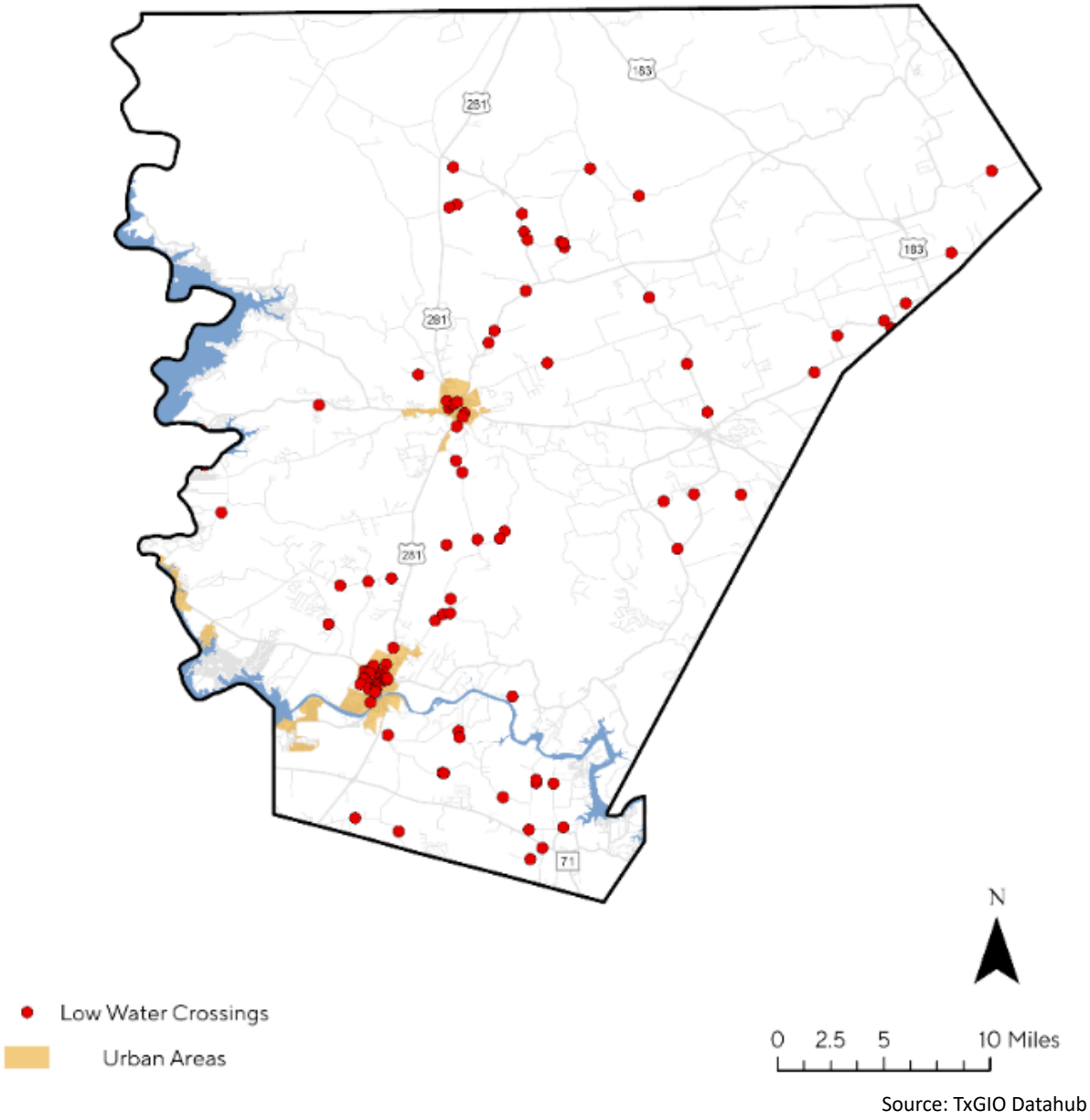
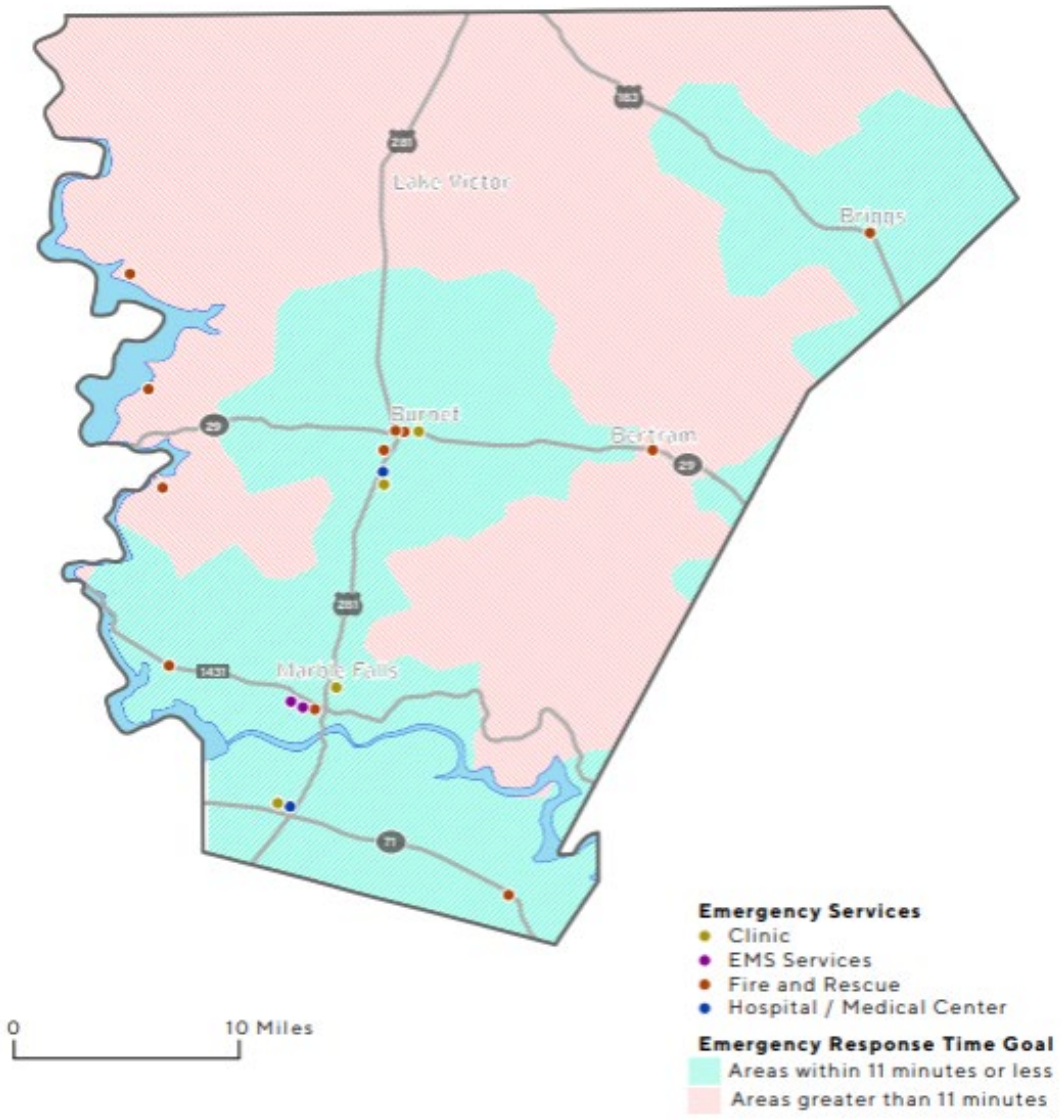


Figure 23. Low Water Crossings map

Low water crossings *(Figure 23)* are an important factor to consider when planning in Burnet County. Flood risk can cause these to be extremely dangerous locations in the roadway system.



Source: CAMPO 2020 Burnet County Transportation Plan

Figure 24. Emergency Response map

Enhanced network connectivity can improve travel times and reduce the size of emergency response areas greater than 11 minutes *(Figure 24)*. However, new arterials and increased capacity may not always be the most effective ways to serve these areas. Additional emergency response infrastructure could help close the gaps. Local codes and ordinances can also help create a more connected and redundant network and improve emergency management.

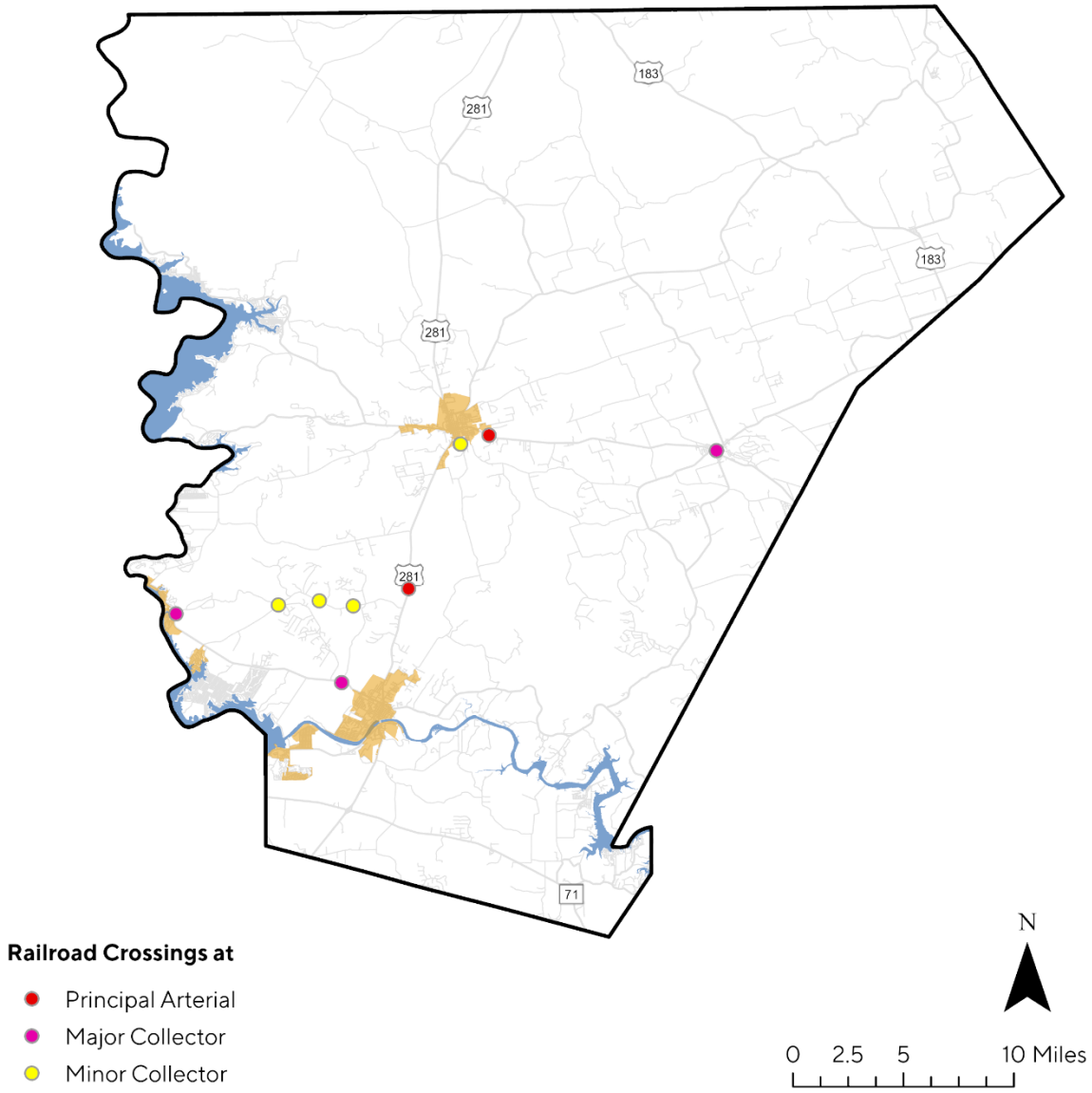


Figure 25. At-Grade Rail Crossings

Figure 25 shows at-grade rail crossings of roadways classified as a minor collector or above. Federal Rail Association (FRA) crash data shows six incidents at Highway-Rail Grade Crossings (HRGC) from 2021-2025, with incidents referring to any impact between on-track railroad equipment and a highway user (e.g. automobile, pedestrian, etc.). Five of the six were different locations. The only crossing with multiple incidents from 2021-2025 is a private road off of SH 29.

Project List Development

Literature Review

In making the list of projects for the Burnet County Transportation Plan, relevant transportation projects were compiled from previously completed plans and studies in Burnet County. The plans and studies used for review were as follows:

- 2050 Regional Transportation Plan (CAMPO, 2025)
- Regional Safety Action Plan (CAMPO, 2025)
- Northeast Burnet County Transportation Study (CAMPO & Burnet County, 2024)
- Unified Transportation Program (TxDOT, 2025)
- Burnet County Comprehensive Transportation Plan (CapCOG & Burnet County, 2010)
- Horseshoe Bay Transportation Plan (City of Horseshoe Bay, 2025)
- Marble Falls Comprehensive Plan (City of Marble Falls, 2024)
- City of Bertram Comprehensive Plan (City of Bertram, 2023)
- City of Cottonwood Shores Comprehensive Plan 2020 – 2030 (City of Cottonwood Shores, 2020)
- Burnet County Bridge Inspection Reports 2024-2026 Inspection Cycle (TxDOT, 2026)

2050 Regional Transportation Plan

The CAMPO 2050 Regional Transportation Plan (RTP) was adopted by the CAMPO Transportation Policy Board (TPB) in 2025. The RTP is a federally required document that is adopted by the board every five years and forecasts the region's needs for at least 20 years into the future. It is required to align with the TPB's goals and objectives. The plan serves as a blueprint for guiding transportation investments and directing federal, state, and local dollars toward projects in the CAMPO region. All projects in the Transportation Improvement Program (TIP) are required to be in the RTP as well. The 2050 RTP includes roadway capacity, safety, and transit projects in Burnet County. There are over 1,000 projects in the RTP, with 24 of those located entirely in Burnet County.

Regional Safety Action Plan

Adopted in 2025, the Regional Safety Action Plan (RSAP) was developed by CAMPO in collaboration with local and regional partners. The RSAP outlines a comprehensive strategy to reduce fatal and serious injury crashes by 50% by 2035 and eliminate them entirely by 2050. The plan also enables local jurisdictions within the CAMPO region to apply for funding through the Safe Streets for All (SS4A) discretionary grant program. In Burnet County, the RSAP prioritizes enhancements to major roadways, including US 281, US 183, SH 29, SH 71, and RM 1431, and recommends upgrades to the arterial network to support future growth and development. Over 25 of the RSAP's safety projects are to be implemented in Burnet County.

Northeast Burnet County Transportation Study

The Northeast Burnet County Transportation Study, completed in 2024, is the product of a partnership between CAMPO and Burnet County, in coordination with TxDOT. The study identifies corridors and intersections within the study area (north of SH 29 and east of RM 963) to help address the increasing demand for transportation in the area. The recommendations in this study are intended for eventual inclusion in the RTP and for future funding consideration in the TIP. The recommendations include short-term safety projects and long-term roadway capacity projects in Burnet County.

Unified Transportation Program.

Updated annually and approved by the Texas Transportation Commission, the Unified Transportation Program (UTP) serves as an intermediate programming and development "roadmap" that is used to define, prioritize, and assign available funding to thousands of Texas transportation projects over a continuous 10-year period. It is somewhat of a step between the RTP and the TIP, but on a state-wide scale and limited to TxDOT roadway facilities. Several roadway capacity projects from this document are to be implemented in Burnet County, and thus, were included in the Burnet County Transportation Plan list of projects.

Burnet County Comprehensive Plan (2010).

The Burnet County Comprehensive Plan, developed in 2010, was a collaborative effort by local governments, consultants, and residents. The plan aimed to balance population growth with the preservation of natural beauty. Nine of the 12 projects sourced from this plan are roadway capacity. The other three are recommended planning projects/future studies.

Horseshoe Bay Transportation Plan.

The Horseshoe Bay Transportation Plan was completed in 2025. It was formed using information from the City's elected officials, staff, citizens, and other stakeholders. Its purpose is to improve forms of connectivity, including roads, bicycle routes, golf cart routes, and pedestrian paths. Many of the projects in this plan fall in Llano County, outside the scope of the Burnet County Transportation Plan and outside of the CAMPO planning area. Only projects located in Burnet County were included in the draft project list.

Marble Falls Comprehensive Plan.

The Marble Falls Comprehensive Plan was completed in 2024. It encompasses a vision for the city as it adapts to ongoing trends. The plan takes a long-term, systematic approach to positive change in the area. While many of the goals in the plan have short-term actions related to transportation, none of these short-term actions identify specific transportation projects.

City of Bertram 2023 Comprehensive Plan.

The City of Bertram 2023 Comprehensive Plan exists to protect community priorities and values while the population grows at a high rate. The projects in the plan focus on water supply and wastewater management, neither of which are relevant to the Burnet County Transportation Plan.

City of Cottonwood Shores Comprehensive Plan 2020 – 2030.

The City of Cottonwood Shores Comprehensive Plan was completed in 2020 and serves as a structured guide to managing growth in the subsequent decade. It primarily focuses on environmental and economic sustainability. While the plan expresses general support for roadway improvements, there are no specific projects listed to consider adding to the Burnet County Transportation Plan list of projects.

Burnet County Bridge Inspection Reports 2024-2026 Inspection Cycle

Every bridge in Burnet County was inspected by the Texas Department of Transportation (TxDOT) during the 2024-2026 Bridge Inspection Cycle. The reports found that all but two bridges have deck/superstructure/substructure ratings of satisfactory or better. Two bridges have components rated fair (moderate defects, but strength and performance of components are not affected). Both these bridges already have posted load limits, and no recommendation from TxDOT was provided in these reports to adjust the load limits. Information about these reports is available upon request to TxDOT.

City of Burnet Transportation Plan

The City of Burnet is expected to complete a transportation plan by the end of 2026. Once completed, the projects in City's plan can be included in future amendments to the Burnet County Transportation Plan.

Project Selection Process & Public Outreach

In addition to the documents listed above, public outreach also played a major role in project selection. Events were held in the cities of Burnet and Marble Falls and a digital comment period from July 21 to September 11, 2026. Community members used these opportunities to provide feedback on the list of projects, major thoroughfares, and corresponding maps. Their comments and concerns both altered existing projects and added new projects to the list.

List of Projects and Corresponding Maps

The following pages contain the maps and the list of projects compiled from the documents and feedback highlighted in the literature review. The list includes project identified (ID), title, description, and limits, as well as the source document(s). The maps are labeled by corresponding project ID.

Inset maps zoom in on the cities of Burnet, Bertram, and Marble Falls. *Figure 26* is the comprehensive map displaying all projects. *Figures 27-30* show the maps divided by project type. *Figure 31* is the table showing the complete list of projects.

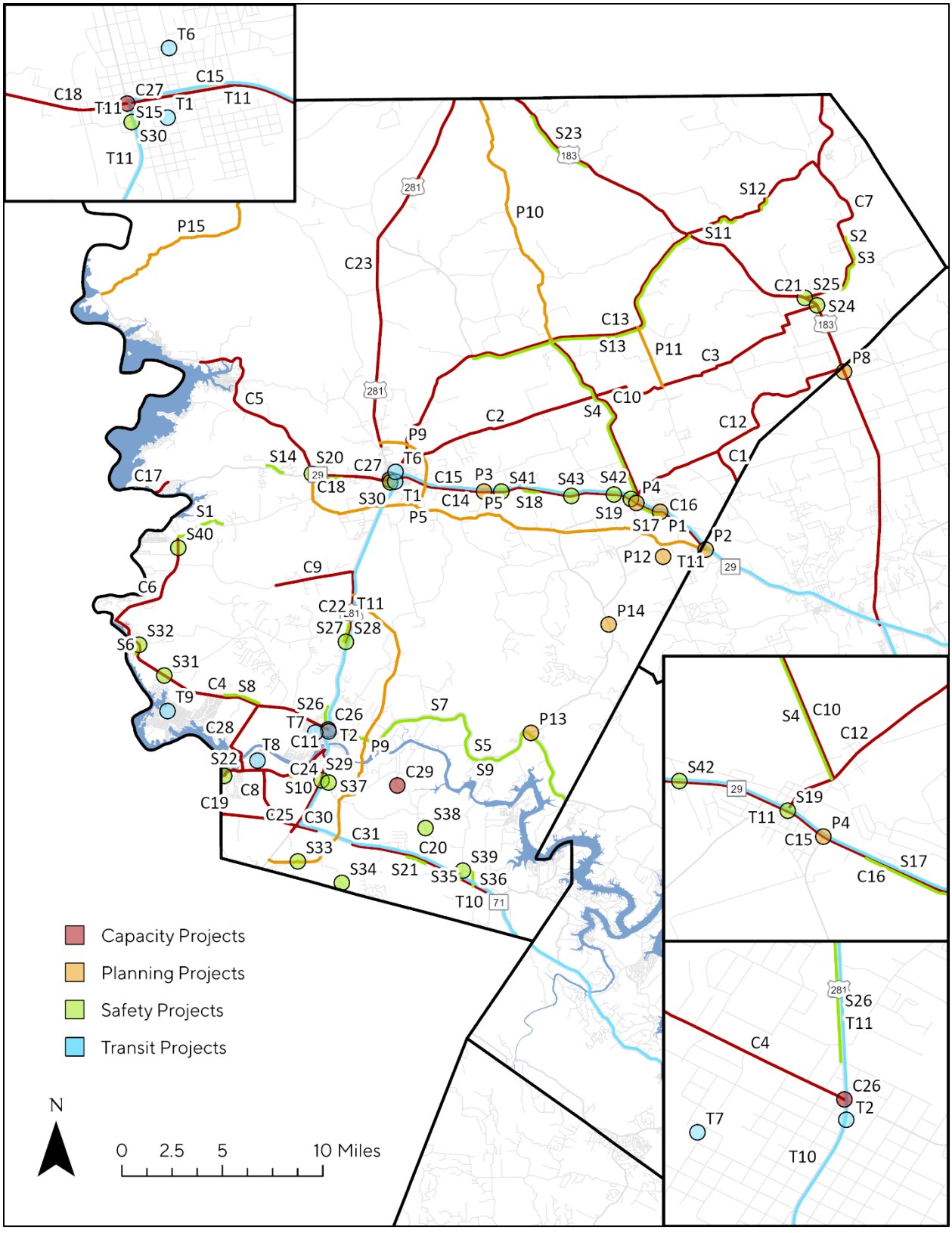


Figure 26. Comprehensive Map of Projects map

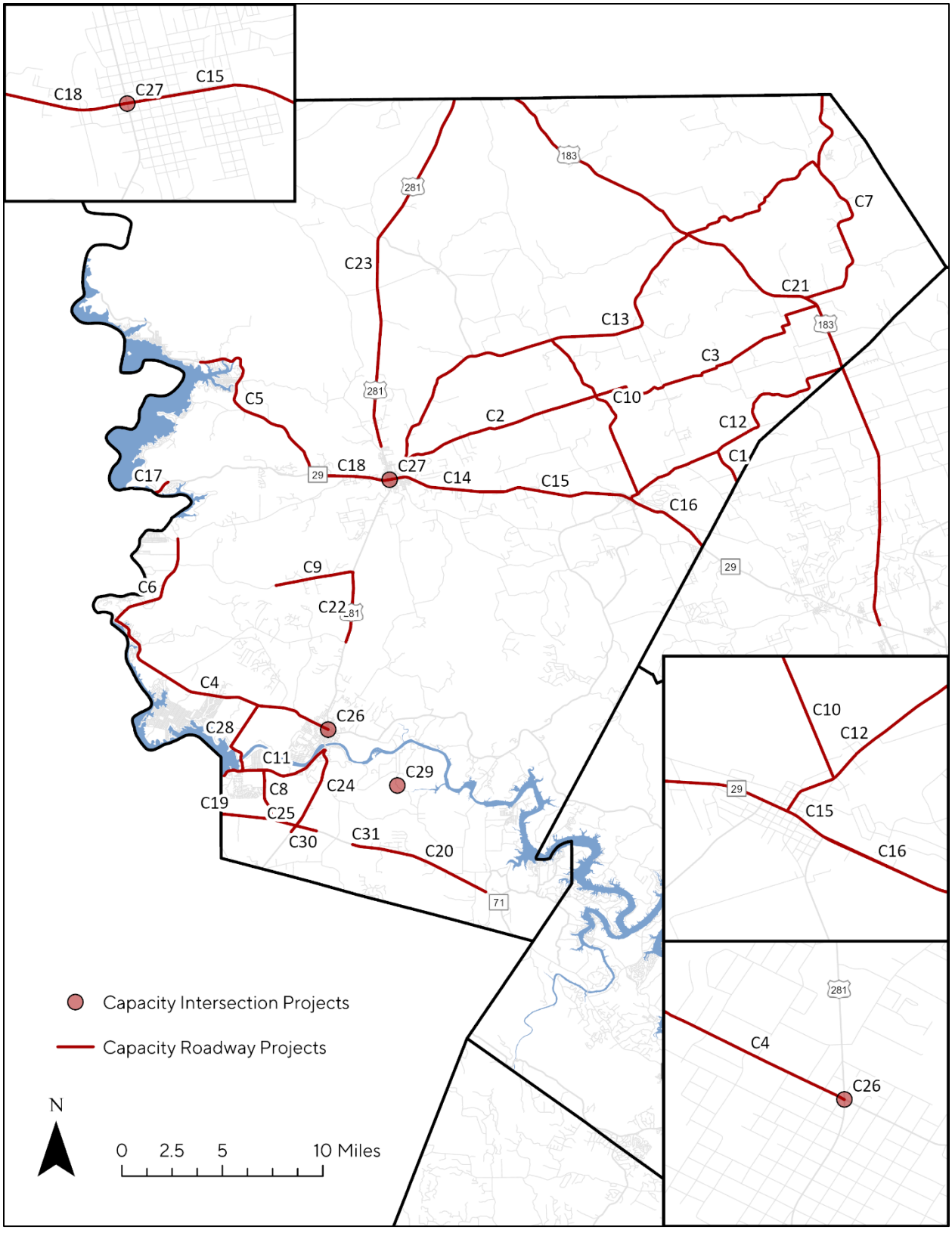


Figure 27. Map of Capacity Projects map

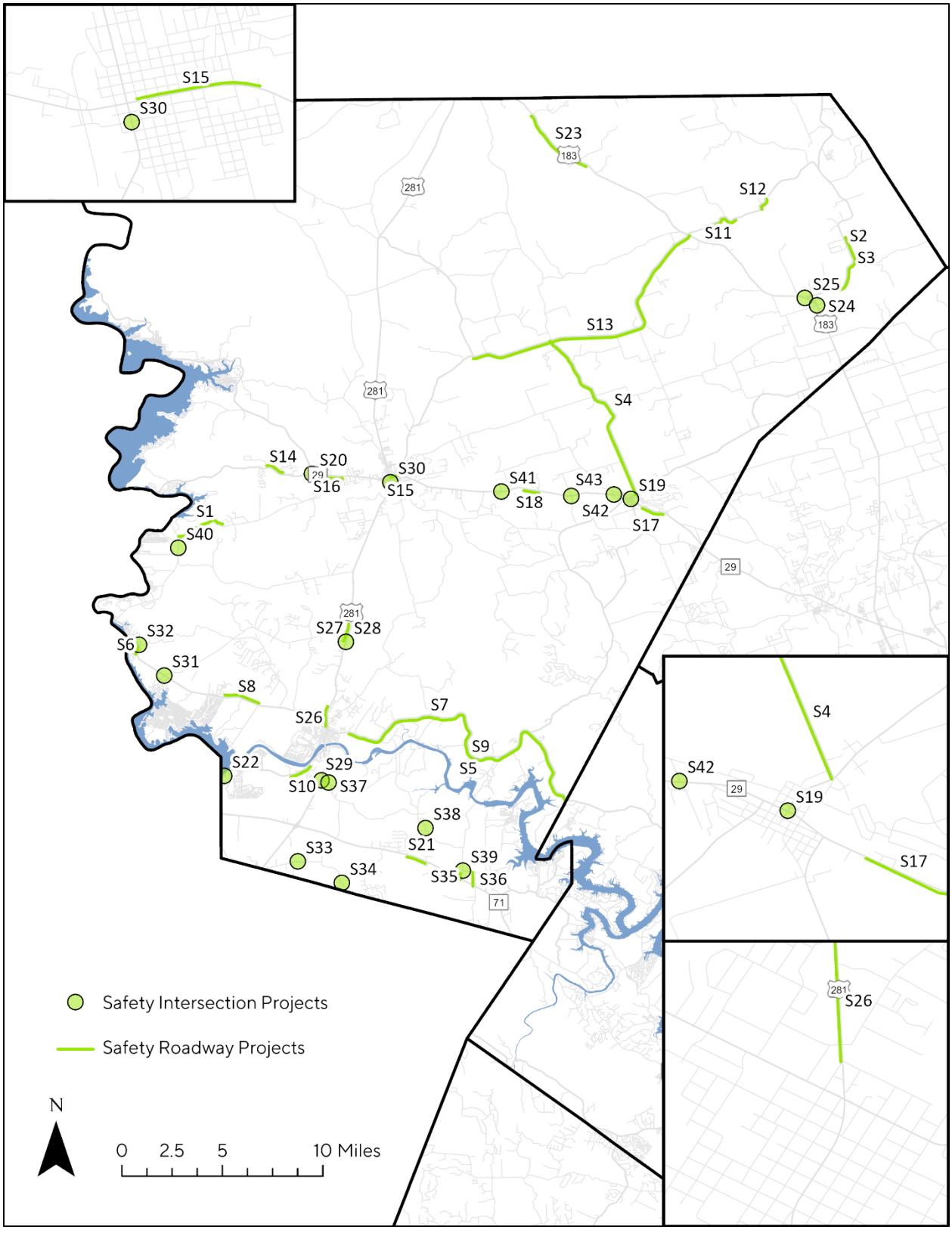


Figure 28. Map of Safety Projects map

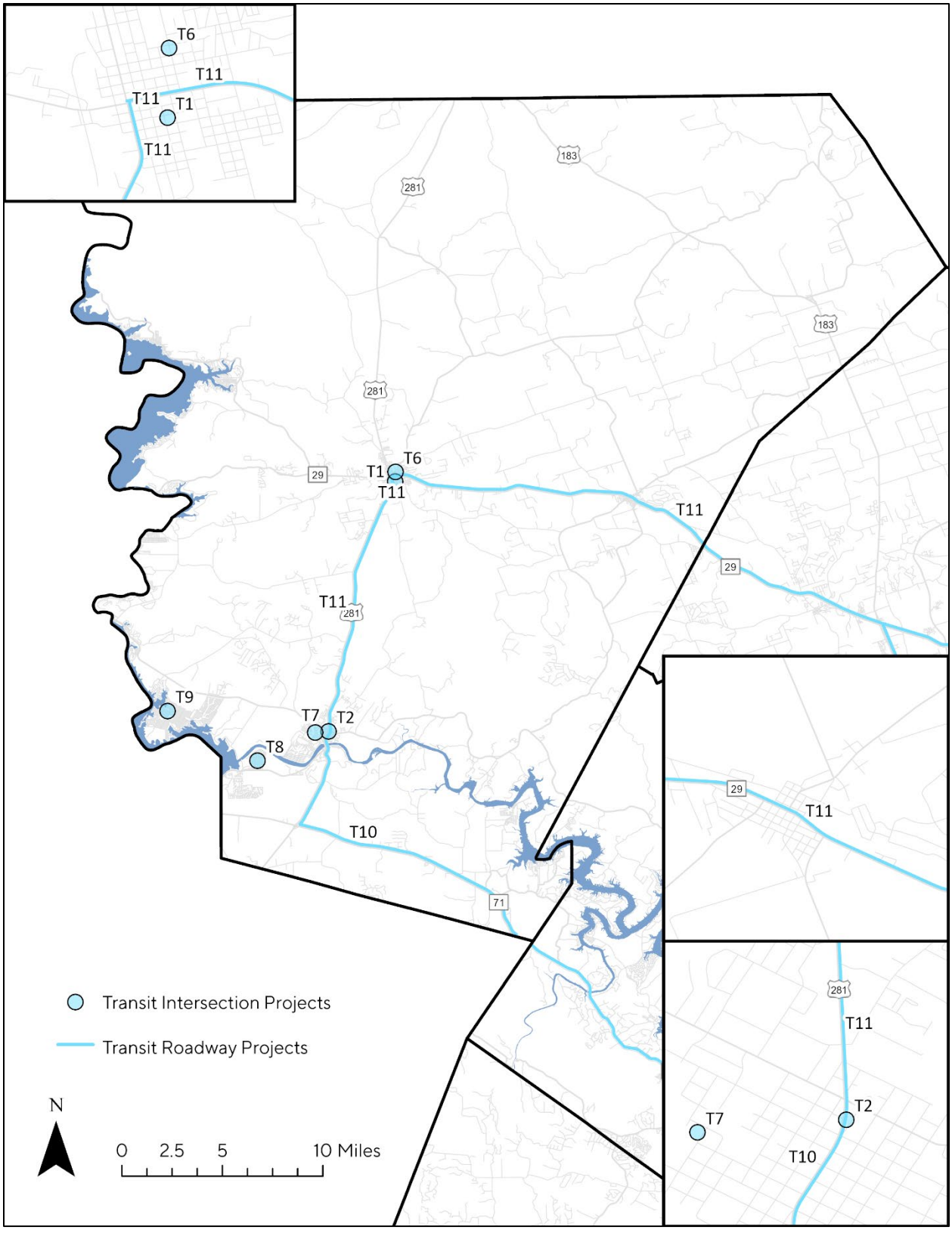


Figure 29. Map of Transit Projects map

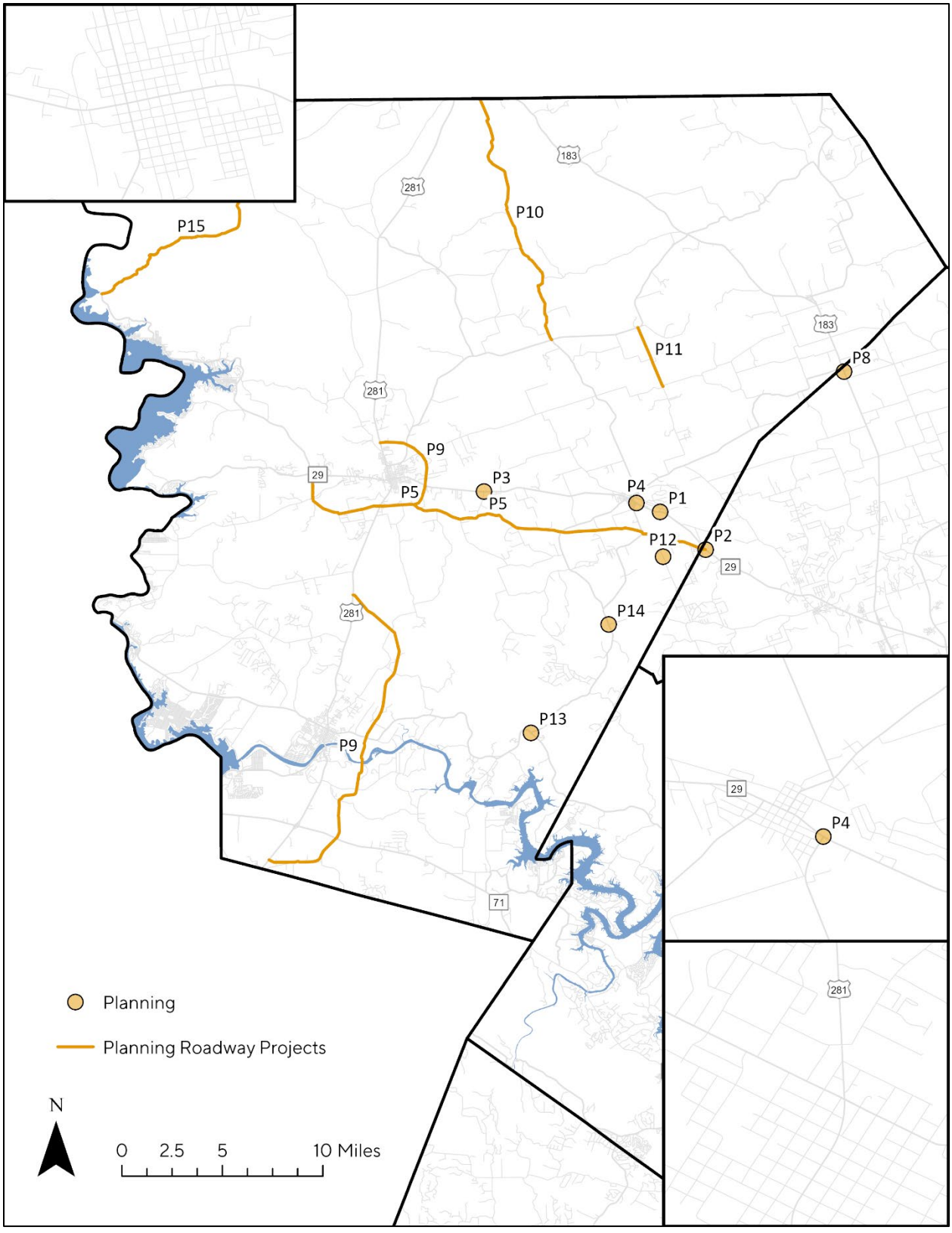


Figure 30. Map of Planning Projects map

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
C1	Capacity	Corridor 12 Extension	Construct new location roadway with 2 lanes in each direction and a continuous left turn lane	Williamson County Line	RM 243	Northeast Burnet County Study	10
C2	Capacity	CR 200	Upgrade to undivided arterial (Widen to 12 ft lanes and 10 ft shoulders), include safety and operational improvements	RM 963	RM 1174	Northeast Burnet County Study, 2050 Regional Transportation Plan	6, 21-00002-00
C3	Capacity	CR 200 / CR 210	Upgrade to undivided arterial (Widen to 11 ft lanes and 2 ft shoulders), include safety and operational improvements	RM 1174	US 183	Northeast Burnet County Study, 2050 Regional Transportation Plan	7, 21-00002-00
C4	Capacity	FM 1431	Widen to a 5-lane section	FM 2342	US 281	Burnet County Comprehensive Plan	3
C5	Capacity	FM 2341	Widen to a 3-lane section	Lakewood Drive	SH 29	Burnet County Comprehensive Plan	7
C6	Capacity	FM 2342	Widen to a 3-lane section	FM 1431	Hoovers Valley Road	Burnet County Comprehensive Plan	11
C7	Capacity	FM 2657	Upgrade to undivided arterial (Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves), include safety and operational improvements	US 183	Lampasas County Line	Northeast Burnet County Study, 2050 Regional Transportation Plan	8, 21-00002-00
C8	Capacity	SW Medical Parkway	Undivided Arterial, 1 Lane in Each Direction, New Location; includes traffic signal at FM 2147 intersection	RM 2147	SH 71	2050 Regional Transportation Plan, Public Outreach	21-00004-00
C9	Capacity	Park Road 4	Widen to a 3-lane section	US 281	3.4 miles west of US 281	Burnet County Comprehensive Plan	12
C10	Capacity	RM 1174	Widen to 12 ft lanes and 10 ft shoulders	RM 963	RM 243	Northeast Burnet County Study	4
C11	Capacity	RM 2147	Widen to a 5-lane section	Horseshoe Bay	US 281	Burnet County Comprehensive Plan	8
C12	Capacity	RM 243	Widen to 4 lanes with a continuous left turn lane and realignment for sharp curves	SH 29	US 183	Northeast Burnet County Study	5
C13	Capacity	RM 963	Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves	CR 200	FM 2657	Northeast Burnet County Study	3
C14	Capacity	SH 29	Widen from 4-lane undivided to 4-lane with continuous left turn lane	Summit Ridge Rd	CR 252	2050 Regional Transportation Plan	21-00012-00

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
C15	Capacity	SH 29	Widen to 6 lanes, divided	US 281	Williamson County Line	Northeast Burnet County Study	1
C16	Capacity	SH 29	Widen for turn lane (Bertram)	RM 1174 South	Williamson County Line	Unified Transportation Program	0151-02-026
C17	Capacity	SH 29	Widen to a 3-lane section	west county line	FM 690	Burnet County Comprehensive Plan	5
C18	Capacity	SH 29	Widen to a 5-lane section	FM 2341	Burnet	Burnet County Comprehensive Plan	6
C19	Capacity	SH 71	Widen 2-lane undivided to 4-lane with continuous left turn lane	FM 2147	US 281	2050 Regional Transportation Plan	71-00012-00
C20	Capacity	SH 71	Widen to a 5-lane suburban section	Doublehorn Creek	Spur 191	Burnet County Comprehensive Plan, Unified Transportation Program	1, 0700-01-048
C21	Capacity	US 183	Reconstruct existing 4-lane to 4-lane divided-rural depressed median	Lampasas County Line	SH 29	2050 Regional Transportation Plan, Northeast Burnet County Study	71-00028-00, 2
C22	Capacity	US 281	Widen 4-lane undivided to 4-lane with continuous left turn lane	Park Rd 4	RM 1855	2050 Regional Transportation Plan	21-00016-00
C23	Capacity	US 281	Widen 4-lane undivided to 4-lane with continuous left turn lane	Lampasas County Line	Burnet City Limits	2050 Regional Transportation Plan	21-00015-00
C24	Capacity	US 281	Widen to a 6-lane section	RM 2147	SH 71	Burnet County Comprehensive Plan	10
C25	Capacity	US 281	Reconstruct interchange, Modified Cloverleaf w/Direct Connector	1.5 MI N of SH 71	2.0 MI S of SH 71	2050 Regional Transportation Plan, Unified Transportation Program	21-00014-00, 0252-02-058
C26	Capacity	US 281 & RM 1431	Intersection and operational improvements	RM 1431		Unified Transportation Program	0252-01-084
C27	Capacity	US 281 & SH 29 Intersection	Construct northbound and southbound right turn bays, curbed median, and consolidate driveways, where feasible	SH 29		Northeast Burnet County Study	9
C28	Capacity	Wirtz Dam Road	Construct bridge over Lake LBJ and add 2-lane roadway in each direction; includes traffic signal at FM 2147 intersection; includes traffic signal and deceleration lane at FM 1431 intersection	RM 1431	RM 2147	2050 Regional Transportation Plan, Public Outreach	21-00001-00
C29	Capacity	CR 404 & Double Horn Creek	Construct bridge in place of low water crossing	Double Horn Creek		Public Outreach	n/a

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
C30	Capacity	SH71	Widen to a 5-lane suburban section	US 281	.75 mi west of CR 401	Public Outreach	n/a
C31	Capacity	SH 71	Widen to a 5-lane suburban section	.75 mi east of CR 401	Doublehorn Creek	Public Outreach	n/a
S1	Safety	CR 116	Install advanced warning signs (curve) and raised reflective edgeline rumble strips	West of 6850 CR 116	East of Vista Hermosa	Regional Safety Action Plan	K
S2	Safety	FM 2657	Install LED flashing chevrons (curve), dynamic speed feedback signs, raised centerline rumble strips, and advanced warning signs (curve)	South of 2800 FM 2657	North of 3555 FM 2657	Regional Safety Action Plan	M
S3	Safety	FM 2657	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised centerline rumble strips	1630 FM 2657	North of 2000 FM 2657	Regional Safety Action Plan	P
S4	Safety	RM 1174	Install center line and shoulder rumble strips	RM 963	RM 243	Northeast Burnet County Study	I
S5	Safety	RM 1431	Widen, add shoulders and safety improvements	Mustang Dr	Williamson County Line	2050 Regional Transportation Plan	21-00005-00
S6	Safety	RM 1431	Install chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips. Widen paved shoulders (to <5 ft)	North of Mill Creek Road	South of CR 136A	Regional Safety Action Plan	A
S7	Safety	RM 1431	Install chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips. Widen paved shoulders (to <5 ft)	West of CR 341	CR 341A	Regional Safety Action Plan	B
S8	Safety	RM 1431	Widen paved shoulders (to <5 ft). Install raised reflective edgeline rumble strips	Valley View Lane	West of Wirtz Dam Road	Regional Safety Action Plan	C
S9	Safety	RM 1431	Install advanced warning signs (curve)	CR 343A	E FM 1431 Business	Regional Safety Action Plan	I
S10	Safety	RM 2147	Widen paved shoulders (to <5 ft). Install raised reflective centerline rumble strips	2706 RM 2147	East of Rocky Road	Regional Safety Action Plan	E
S11	Safety	RM 963	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised centerline rumble strips	East of 22520 RM 963	23898 RM 963	Regional Safety Action Plan	O
S12	Safety	RM 963	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips	25546 RM 963	South of Smith Cemetery Road	Regional Safety Action Plan	Q

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
S13	Safety	RM 963	Install center line and shoulder rumble strips	RM 2340	US 183	Northeast Burnet County Study	H
S14	Safety	SH 29	Widen paved shoulders (to <5 ft). Install raised reflective centerline rumble strips	West of Rocky Hollow Drive	Center Street	Regional Safety Action Plan	F
S15	Safety	SH 29	Add lighting	N Main Street	East of N Hill Street	Regional Safety Action Plan	H
S16	Safety	SH 29	Add lighting and dynamic speed feedback signs	East of RR 2341	FM 3509	Regional Safety Action Plan	J
S17	Safety	SH 29	Install advanced warning signals (curve- existing warning signs)	1634 SH 29	West of Oaks Road	Regional Safety Action Plan	R
S18	Safety	SH 29	Install dynamic speed feedback signs, raised centerline rumble strips, and advanced warning signals and signs	CR 304	East of Lehne Road	Regional Safety Action Plan	S
S19	Safety	SH 29 at RM 243	Install advanced warning signals and signs (intersection) and dynamic speed feedback signs	RM 243		Regional Safety Action Plan	6
S20	Safety	SH 29 at RR 2341	Install advanced warning signals and signs (intersection)	RR 2341		Regional Safety Action Plan	4
S21	Safety	SH 71	Add safety lighting at intersection	East of Vista View Trail	Parr Avenue	Regional Safety Action Plan	G
S22	Safety	Thanksgiving Mountain Rd. / FM 2147 / Bunny Run Ln intersection	Add left turn lane on Thanksgiving Mountain Rd. and improve visibility			Horseshoe Bay Transportation Plan	n/a
S23	Safety	US 183	Install safety lighting at intersection	20910 US 183	CR228	Regional Safety Action Plan	N
S24	Safety	US 183 & CR 210/218 & SL 308 Intersection	Realign SL 308 away from CR 210 and improve the geometry of the intersections; Conduct traffic signal warrant study and install signal if warranted	CR 210/218		Northeast Burnet County Study, Regional Safety Action Plan	D, 2
S25	Safety	US 183 & FM 2657 Intersection	Realign FM 2657 to remove very sharp curve at the intersection with US 183	FM 2657		Northeast Burnet County Study	B
S26	Safety	US 281	Install raised median	12th Street	Colt Circle	Regional Safety Action Plan	D
S27	Safety	US 281	Install raised reflective edgeline rumble strips. Resurface roadway	Park Road 4 South	South of Southern Pacific Railroad	Regional Safety Action Plan	L

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
S28	Safety	US 281 at FM 1855	Install advanced warning signals and signs (intersection) and install pavement markings	FM 1855		Regional Safety Action Plan	5
S29	Safety	US 281 at RM 2147	Replace the flashing beacon with a traffic signal	RM 2147		Regional Safety Action Plan	3
S30	Safety	US 281 at West Jackson Street	Implement Leading Pedestrian Interval (LPI) timing. Install safety lighting at intersection	West Jackson Street		Regional Safety Action Plan	1
S31	Safety	RM 1431 & Highland Drive & Fairland Drive Intersection	Traffic signal warrant analysis and safety improvement study	Highland Drive & Fairland Drive		Public Outreach	n/a
S32	Safety	RM 1431 & Mill Creek Road	Traffic signal warrant analysis and safety improvement study	Mill Creek Road		Public Outreach	n/a
S33	Safety	CR 403 & Flat Rock Creek	Realignment, drainage, and low water crossing improvements	Flat Rock Creek		Public Outreach	n/a
S34	Safety	CR 401 & Doublehorn Creek	Low water crossing and drainage improvements	Doublehorn Creek		Public Outreach	n/a
S35	Safety	CR 406	Realign roadway to improve safety at intersection with SH 71	SH 71	CR 404	Public Outreach	n/a
S36	Safety	CR 408	Widen paved shoulders (to <5 ft). Install raised reflective centerline rumble strips.	SH 71	CR 404	Public Outreach	n/a
S37	Safety	FM 2147 & Flat Rock Creek	Low water crossing and drainage improvements	Flat Rock Creek		Public Outreach	n/a
S38	Safety	CR 404 & Love Creek (Alligator Creek)	Low water crossing and drainage improvements	Love Creek (Alligator Creek)		Public Outreach	n/a
S39	Safety	CR 404 at 90° curve	Add guardrails and improve sight distance around curve	90° curve		Public Outreach	n/a
S40	Safety	FM 2342 & Williams Creek	Low water crossing and drainage improvements	Williams Creek		Public Outreach	n/a
S41	Safety	CR 252 north of SH 29 west intersection & railroad	Concrete railroad crossing improvements	Railroad crossing		Public Outreach	n/a
S42	Safety	CR 252 north of SH 29 east intersection & railroad	Concrete railroad crossing improvements	Railroad crossing		Public Outreach	n/a

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
S43	Safety	CR 258 north of SH 29 intersection & railroad	Concrete railroad crossing improvements	Railroad crossing		Public Outreach	n/a
T1	Transit	CARTS Burnet Intermodal Station	Construction of new Burnet Intermodal Station with park-and-ride facility	City of Burnet		2050 Regional Transportation Plan	23-00005-00
T2	Transit	CARTS Marble Falls Transit Station Relocation	Construction of new Marble Falls Intermodal Facility with park-and-ride facility	City of Marble Falls		2050 Regional Transportation Plan	23-00004-00
T3	Transit	CARTS System	Electric Vehicles for Rural Fleet	various	various	2050 Regional Transportation Plan	73-00020-00
T4	Transit	CARTS System	Rural Vanpool Program	various	various	2050 Regional Transportation Plan	73-00021-00
T5	Transit	CARTS System	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology	various	various	2050 Regional Transportation Plan	74-00001-00
T6	Transit	City of Burnet Microtransit Service	City of Burnet Microtransit Service	City of Burnet		2050 Regional Transportation Plan	23-00001-00
T7	Transit	City of Marble Falls Microtransit Service	City of Marble Falls Microtransit Service	City of Marble Falls		2050 Regional Transportation Plan	23-00003-00
T8	Transit	City of Marble Falls/Cottonwood Shores Microtransit Service	City of Marble Falls/Cottonwood Shores Expanded Microtransit Service	City of Marble Falls/Cottonwood Shores		2050 Regional Transportation Plan	23-00014-00
T9	Transit	City of Marble Falls/Granite Shoals Expanded Microtransit Service	City of Marble Falls/Granite Shoals Expanded Microtransit Service	City of Marble Falls/Granite Shoals		2050 Regional Transportation Plan	23-00013-00
T10	Transit	Marble Falls - Oak Hill Express Bus Service	Marble Falls - Oak Hill Express Bus Service	CARTS Marble Falls Transit Station	Capital Metro Oak Hill Park-and-Ride	2050 Regional Transportation Plan	73-00011-00
T11	Transit	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service	CARTS Marble Falls Transit Station	Downtown Austin/UT	2050 Regional Transportation Plan	73-00012-00
P1	Planning	SH 29 & CR 269 Intersection	Conduct left turn lane study to determine if a center turn lane is needed on SH 30	CR 269		Northeast Burnet County Study	F
P2	Planning	SH 29 & CR 322 Intersection	Conduct left turn lane study to determine if a center turn lane is needed on SH 31	CR 322		Northeast Burnet County Study	G

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
P3	Planning	SH 29 & CR 333 Intersection	Conduct left turn lane study to determine if a center turn lane is needed on SH 29	CR 333		Northeast Burnet County Study	E
P4	Planning	SH 29 & RM 1174 Intersection	Conduct traffic signal warrant study and install signal if warranted	RM 1174		Northeast Burnet County Study	A
P5	Planning	SH 29 Reliever Route	Study of a SH 29 reliever route around cities of Burnet and Bertram; study capacity and safety improvements on parallel routes such as CR 330	RM 2341	Williamson County Line	2050 Regional Transportation Plan, Public Outreach	21-00003-00
P6	Planning	Study commuter rail service to Austin	Study using existing rail line implement commuter rail service to Austin	n/a		Burnet County Comprehensive Plan	17
P7	Planning	Study fixed route public transit	Study public transit with fixed route service, commuter service to Austin	n/a		Burnet County Comprehensive Plan	16
P8	Planning	US 183 & SH 138 Intersection	Conduct updated signal warrant study to convert from flashing beacons to traffic signal	SH 138		Northeast Burnet County Study	C
P9	Planning	US 281 Reliever Route	Study of a US 281 reliever route around the cities of Burnet and Marble Falls; study capacity and safety improvements on parallel routes such as CR 340	US 281 North of Burnet	US 281 South of Marble Falls	Burnet County Comprehensive Plan, Public Outreach	14
P10	Planning	CR 207	Study safety and capacity improvements	RM 1174	Lampasas County Line	Public Outreach	n/a
P11	Planning	CR 210	Study safety and capacity improvements	CR 200	RM 963	Public Outreach	n/a
P12	Planning	CR 323 & South Fork San Gabriel River	Study bridge replacement and widening	South Fork San Gabriel River		Public Outreach	n/a
P13	Planning	FM 1174 & FM 1431	Study intersection capacity and safety improvements	FM 1431		Public Outreach	n/a
P14	Planning	FM 1174 & FM 1869	Study intersection capacity and safety improvements	FM 1869		Public Outreach	n/a
P15	Planning	CR 107	Study feasibility of roadway safety and capacity improvements	RM 2341	FM 1478	Public Outreach	n/a

Figure 31. List of Projects table

List of Projects by Agency

The following pages contain the same projects in *Figure 31*, but are divided by responsible agency. The map below *(Figure 32)* shows the projects that fall under responsibility of Burnet County (off the TxDOT system and not primarily within the boundary of an incorporated area). The projects are displayed over County precinct boundaries. *Figures 33-35* divide the projects into tables of County projects, TxDOT projects, and other projects.

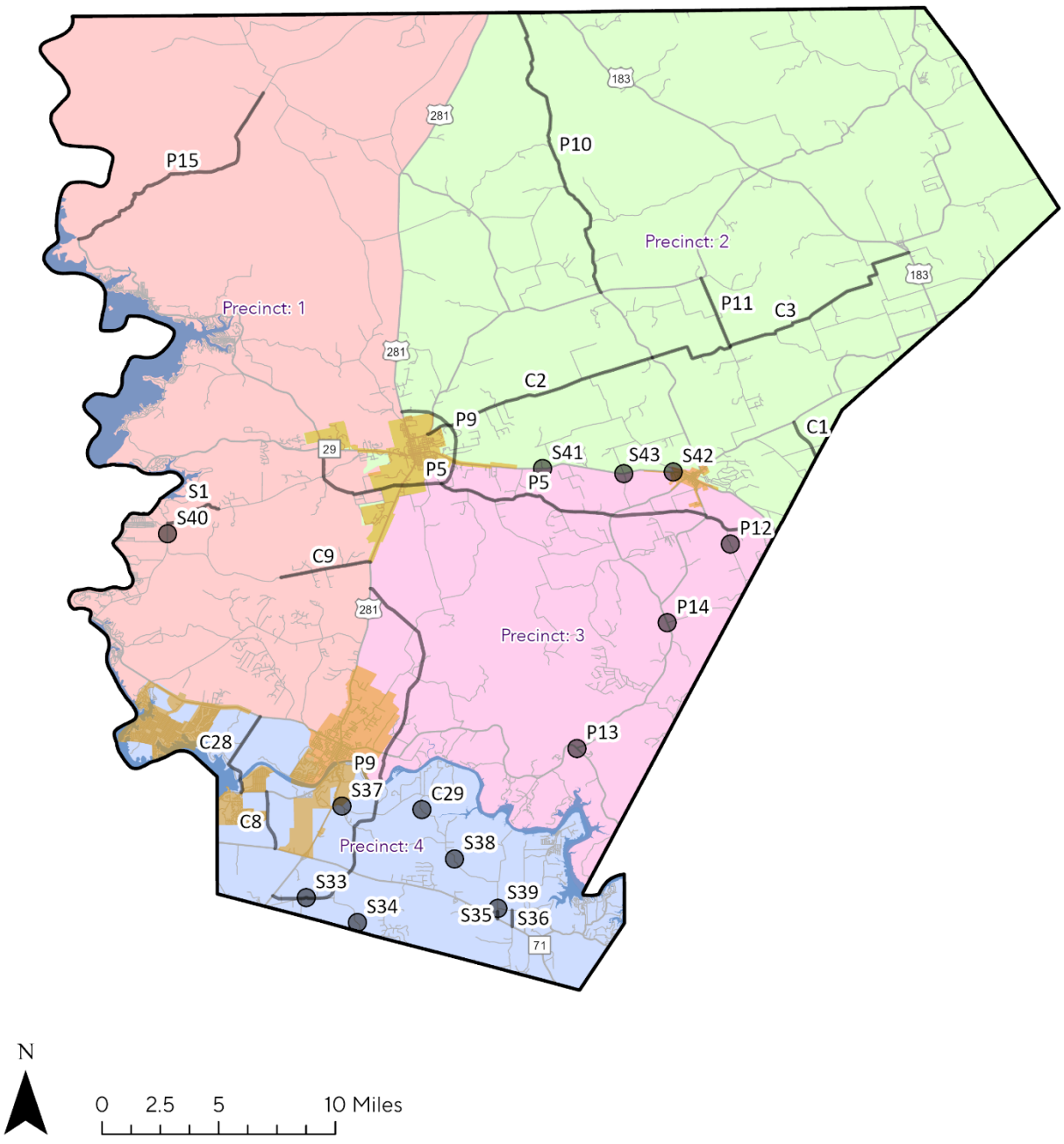


Figure 32. County Projects with Precincts map

County Projects

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
C1	Capacity	Corridor 12 Extension	Construct new location roadway with 2 lanes in each direction and a continuous left turn lane	Williamson County Line	RM 243	Northeast Burnet County Study	10
C2	Capacity	CR 200	Upgrade to undivided arterial (Widen to 12 ft lanes and 10 ft shoulders), include safety and operational improvements	RM 963	RM 1174	Northeast Burnet County Study, 2050 Regional Transportation Plan	6, 21-00002-00
C3	Capacity	CR 200 / CR 210	Upgrade to undivided arterial (Widen to 11 ft lanes and 2 ft shoulders), include safety and operational improvements	RM 1174	US 183	Northeast Burnet County Study, 2050 Regional Transportation Plan	7, 21-00002-00
C8	Capacity	SW Medical Parkway	Undivided Arterial, 1 Lane in Each Direction, New Location; includes traffic signal at FM 2147 intersection	RM 2147	SH 71	2050 Regional Transportation Plan, Public Outreach	21-00004-00
C9	Capacity	Park Road 4	Widen to a 3-lane section	US 281	3.4 miles west of US 281	Burnet County Comprehensive Plan	12
C28	Capacity	Wirtz Dam Road	Construct bridge over Lake LBJ and add 2-lane roadway in each direction; includes traffic signal at FM 2147 intersection; includes traffic signal and deceleration lane at FM 1431 intersection	RM 1431	RM 2147	2050 Regional Transportation Plan, Public Outreach	21-00001-00
C29	Capacity	CR 404 & Double Horn Creek	Construct bridge in place of low water crossing	Double Horn Creek		Public Outreach	n/a
S1	Safety	CR 116	Install advanced warning signs (curve) and raised reflective edgeline rumble strips	West of 6850 CR 116	East of Vista Hermosa	Regional Safety Action Plan	K
S33	Safety	CR 403 & Flat Rock Creek	Realignment, drainage, and low water crossing improvements	Flat Rock Creek		Public Outreach	n/a
S34	Safety	CR 401 & Doublehorn Creek	Low water crossing and drainage improvements	Doublehorn Creek		Public Outreach	n/a
S35	Safety	CR 406	Realign roadway to improve safety at intersection with SH 71	SH 71	CR 404	Public Outreach	n/a
S36	Safety	CR 408	Widen paved shoulders (to <5 ft). Install raised reflective centerline rumble strips.	SH 71	CR 404	Public Outreach	n/a
S37	Safety	FM 2147 & Flat Rock Creek	Low water crossing and drainage improvements	Flat Rock Creek		Public Outreach	n/a

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
S38	Safety	CR 404 & Love Creek (Alligator Creek)	Low water crossing and drainage improvements	Love Creek (Alligator Creek)		Public Outreach	n/a
S39	Safety	CR 404 at 90° curve	Add guardrails and improve sight distance around curve	90° curve		Public Outreach	n/a
S40	Safety	FM 2342 & Williams Creek	Low water crossing and drainage improvements	Williams Creek		Public Outreach	n/a
S41	Safety	CR 252 north of SH 29 west intersection & railroad	Concrete railroad crossing improvements	Railroad crossing		Public Outreach	n/a
S42	Safety	CR 252 north of SH 29 east intersection & railroad	Concrete railroad crossing improvements	Railroad crossing		Public Outreach	n/a
S43	Safety	CR 258 north of SH 29 intersection & railroad	Concrete railroad crossing improvements	Railroad crossing		Public Outreach	n/a
P5	Planning	SH 29 Reliever Route	Study of a SH 29 reliever route around cities of Burnet and Bertram; study capacity and safety improvements on parallel routes such as CR 330	RM 2341	Williamson County Line	2050 Regional Transportation Plan, Public Outreach	21-00003-00
P9	Planning	US 281 Reliever Route	Study of a US 281 reliever route around the cities of Burnet and Marble Falls; study capacity and safety improvements on parallel routes such as CR 340	US 281 North of Burnet	US 281 South of Marble Falls	Burnet County Comprehensive Plan, Public Outreach	14
P10	Planning	CR 207	Study safety and capacity improvements	RM 1174	Lampasas County Line	Public Outreach	n/a
P11	Planning	CR 210	Study safety and capacity improvements	CR 200	RM 963	Public Outreach	n/a
P12	Planning	CR 323 & South Fork San Gabriel River	Study bridge replacement and widening	South Fork San Gabriel River		Public Outreach	n/a
P13	Planning	FM 1174 & FM 1431	Study intersection capacity and safety improvements	FM 1431		Public Outreach	n/a
P14	Planning	FM 1174 & FM 1869	Study intersection capacity and safety improvements	FM 1869		Public Outreach	n/a
P15	Planning	CR 107	Study feasibility of roadway safety and capacity improvements	RM 2341	FM 1478	Public Outreach	n/a

Figure 33. County Projects table

TxDOT Projects

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
C4	Capacity	FM 1431	Widen to a 5-lane section	FM 2342	US 281	Burnet County Comprehensive Plan	3
C5	Capacity	FM 2341	Widen to a 3-lane section	Lakewood Drive	SH 29	Burnet County Comprehensive Plan	7
C6	Capacity	FM 2342	Widen to a 3-lane section	FM 1431	Hoovers Valley Road	Burnet County Comprehensive Plan	11
C7	Capacity	FM 2657	Upgrade to undivided arterial (Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves), include safety and operational improvements	US 183	Lampasas County Line	Northeast Burnet County Study, 2050 Regional Transportation Plan	8, 21-00002-00
C10	Capacity	RM 1174	Widen to 12 ft lanes and 10 ft shoulders	RM 963	RM 243	Northeast Burnet County Study	4
C11	Capacity	RM 2147	Widen to a 5-lane section	Horseshoe Bay	US 281	Burnet County Comprehensive Plan	8
C12	Capacity	RM 243	Widen to 4 lanes with a continuous left turn lane and realignment for sharp curves	SH 29	US 183	Northeast Burnet County Study	5
C13	Capacity	RM 963	Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves	CR 200	FM 2657	Northeast Burnet County Study	3
C14	Capacity	SH 29	Widen from 4-lane undivided to 4-lane with continuous left turn lane	Summit Ridge Rd	CR 252	2050 Regional Transportation Plan	21-00012-00
C15	Capacity	SH 29	Widen to 6 lanes, divided	US 281	Williamson County Line	Northeast Burnet County Study	1
C16	Capacity	SH 29	Widen for turn lane (Bertram)	RM 1174 South	Williamson County Line	Unified Transportation Program	0151-02-026
C17	Capacity	SH 29	Widen to a 3-lane section	west county line	FM 690	Burnet County Comprehensive Plan	5
C18	Capacity	SH 29	Widen to a 5-lane section	FM 2341	Burnet	Burnet County Comprehensive Plan	6
C19	Capacity	SH 71	Widen 2-lane undivided to 4-lane with continuous left turn lane	FM 2147	US 281	2050 Regional Transportation Plan	71-00012-00
C20	Capacity	SH 71	Widen to a 5-lane suburban section	Doublehorn Creek	Spur 191	Burnet County Comprehensive Plan, Unified Transportation Program	1, 0700-01-048

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
C21	Capacity	US 183	Reconstruct existing 4-lane to 4-lane divided-rural depressed median	Lampasas County Line	SH 29	2050 Regional Transportation Plan, Northeast Burnet County Study	71-00028-00, 2
C22	Capacity	US 281	Widen 4-lane undivided to 4-lane with continuous left turn lane	Park Rd 4	RM 1855	2050 Regional Transportation Plan	21-00016-00
C23	Capacity	US 281	Widen 4-lane undivided to 4-lane with continuous left turn lane	Lampasas County Line	Burnet City Limits	2050 Regional Transportation Plan	21-00015-00
C24	Capacity	US 281	Widen to a 6-lane section	RM 2147	SH 71	Burnet County Comprehensive Plan	10
C25	Capacity	US 281	Reconstruct interchange, Modified Cloverleaf w/Direct Connector	1.5 MI N of SH 71	2.0 MI S of SH 71	2050 Regional Transportation Plan, Unified Transportation Program	21-00014-00, 0252-02-058
C28	Capacity	Wirtz Dam Road	Construct bridge over Lake LBJ and add 2-lane roadway in each direction; includes traffic signal at FM 2147 intersection; includes traffic signal and deceleration lane at FM 1431 intersection	RM 1431	RM 2147	2050 Regional Transportation Plan, Public Outreach	21-00001-00
C30	Capacity	SH71	Widen to a 5-lane suburban section	US 281	.75 mi west of CR 401	Public Outreach	n/a
C31	Capacity	SH 71	Widen to a 5-lane suburban section	.75 mi east of CR 401	Doublehorn Creek	Public Outreach	n/a
S2	Safety	FM 2657	Install LED flashing chevrons (curve), dynamic speed feedback signs, raised centerline rumble strips, and advanced warning signs (curve)	South of 2800 FM 2657	North of 3555 FM 2657	Regional Safety Action Plan	M
S3	Safety	FM 2657	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised centerline rumble strips	1630 FM 2657	North of 2000 FM 2657	Regional Safety Action Plan	P
S4	Safety	RM 1174	Install center line and shoulder rumble strips	RM 963	RM 243	Northeast Burnet County Study	I
S5	Safety	RM 1431	Widen, add shoulders and safety improvements	Mustang Dr	Williamson County Line	2050 Regional Transportation Plan	21-00005-00
S6	Safety	RM 1431	Install chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips. Widen paved shoulders (to <5 ft)	North of Mill Creek Road	South of CR 136A	Regional Safety Action Plan	A
S7	Safety	RM 1431	Install chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips. Widen paved shoulders (to <5 ft)	West of CR 341	CR 341A	Regional Safety Action Plan	B

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
S8	Safety	RM 1431	Widen paved shoulders (to <5 ft). Install raised reflective edgeline rumble strips	Valley View Lane	West of Wirtz Dam Road	Regional Safety Action Plan	C
S9	Safety	RM 1431	Install advanced warning signs (curve)	CR 343A	E FM 1431 Business	Regional Safety Action Plan	I
S10	Safety	RM 2147	Widen paved shoulders (to <5 ft). Install raised reflective centerline rumble strips	2706 RM 2147	East of Rocky Road	Regional Safety Action Plan	E
S11	Safety	RM 963	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised centerline rumble strips	East of 22520 RM 963	23898 RM 963	Regional Safety Action Plan	O
S12	Safety	RM 963	Install LED flashing chevrons (curve), dynamic speed feedback signs, and raised reflective edgeline rumble strips	25546 RM 963	South of Smith Cemetery Road	Regional Safety Action Plan	Q
S13	Safety	RM 963	Install center line and shoulder rumble strips	RM 2340	US 183	Northeast Burnet County Study	H
S14	Safety	SH 29	Widen paved shoulders (to <5 ft). Install raised reflective centerline rumble strips	West of Rocky Hollow Drive	Center Street	Regional Safety Action Plan	F
S15	Safety	SH 29	Add lighting	N Main Street	East of N Hill Street	Regional Safety Action Plan	H
S16	Safety	SH 29	Add lighting and dynamic speed feedback signs	East of RR 2341	FM 3509	Regional Safety Action Plan	J
S17	Safety	SH 29	Install advanced warning signals (curve- existing warning signs)	1634 SH 29	West of Oaks Road	Regional Safety Action Plan	R
S18	Safety	SH 29	Install dynamic speed feedback signs, raised centerline rumble strips, and advanced warning signals and signs	CR 304	East of Lehne Road	Regional Safety Action Plan	S
S19	Safety	SH 29 at RM 243	Install advanced warning signals and signs (intersection) and dynamic speed feedback signs	RM 243		Regional Safety Action Plan	6
S20	Safety	SH 29 at RR 2341	Install advanced warning signals and signs (intersection)	RR 2341		Regional Safety Action Plan	4
S21	Safety	SH 71	Add safety lighting at intersection	East of Vista View Trail	Parr Avenue	Regional Safety Action Plan	G
S23	Safety	US 183	Install safety lighting at intersection	20910 US 183	CR228	Regional Safety Action Plan	N

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
S24	Safety	US 183 & CR 210/218 & SL 308 Intersection	Realign SL 308 away from CR 210 and improve the geometry of the intersections; Conduct traffic signal warrant study and install signal if warranted	CR 210/218		Northeast Burnet County Study, Regional Safety Action Plan	D, 2
S25	Safety	US 183 & FM 2657 Intersection	Realign FM 2657 to remove very sharp curve at the intersection with US 183	FM 2657		Northeast Burnet County Study	B
S26	Safety	US 281	Install raised median	12th Street	Colt Circle	Regional Safety Action Plan	D
S27	Safety	US 281	Install raised reflective edgeline rumble strips. Resurface roadway	Park Road 4 South	South of Southern Pacific Railroad	Regional Safety Action Plan	L
S28	Safety	US 281 at FM 1855	Install advanced warning signals and signs (intersection) and install pavement markings	FM 1855		Regional Safety Action Plan	5
S29	Safety	US 281 at RM 2147	Replace the flashing beacon with a traffic signal	RM 2147		Regional Safety Action Plan	3
S30	Safety	US 281 at West Jackson Street	Implement Leading Pedestrian Interval (LPI) timing. Install safety lighting at intersection	West Jackson Street		Regional Safety Action Plan	1
S31	Safety	RM 1431 & Highland Drive & Fairland Drive Intersection	Traffic signal warrant analysis and safety improvement study	Highland Drive & Fairland Drive		Public Outreach	n/a
S32	Safety	RM 1431 & Mill Creek Road	Traffic signal warrant analysis and safety improvement study	Mill Creek Road		Public Outreach	n/a
P1	Planning	SH 29 & CR 269 Intersection	Conduct left turn lane study to determine if a center turn lane is needed on SH 30	CR 269		Northeast Burnet County Study	F
P2	Planning	SH 29 & CR 322 Intersection	Conduct left turn lane study to determine if a center turn lane is needed on SH 31	CR 322		Northeast Burnet County Study	G
P3	Planning	SH 29 & CR 333 Intersection	Conduct left turn lane study to determine if a center turn lane is needed on SH 29	CR 333		Northeast Burnet County Study	E
P4	Planning	SH 29 & RM 1174 Intersection	Conduct traffic signal warrant study and install signal if warranted	RM 1174		Northeast Burnet County Study	A
P8	Planning	US 183 & SH 138 Intersection	Conduct updated signal warrant study to convert from flashing beacons to traffic signal	SH 138		Northeast Burnet County Study	C

Figure 34. TxDOT Projects table

Other Projects

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
C26	Capacity (City of Marble Falls)	US 281 & RM 1431	Intersection and operational improvements	RM 1431		Unified Transportation Program	0252-01-084
C27	Capacity (City of Burnet)	US 281 & SH 29 Intersection	Construct northbound and southbound right turn bays, curbed median, and consolidate driveways, where feasible	SH 29		Northeast Burnet County Study	9
S22	Safety (City of Horseshoe Bay)	Thanksgiving Mountain Rd. / FM 2147 / Bunny Run Ln intersection	Add left turn lane on Thanksgiving Mountain Rd. and improve visibility			Horseshoe Bay Transportation Plan	n/a
T1	Transit (CARTS)	CARTS Burnet Intermodal Station	Construction of new Burnet Intermodal Station with park-and-ride facility	City of Burnet		2050 Regional Transportation Plan	23-00005-00
T2	Transit (CARTS)	CARTS Marble Falls Transit Station Relocation	Construction of new Marble Falls Intermodal Facility with park-and-ride facility	City of Marble Falls		2050 Regional Transportation Plan	23-00004-00
T3	Transit (CARTS)	CARTS System	Electric Vehicles for Rural Fleet	various	various	2050 Regional Transportation Plan	73-00020-00
T4	Transit (CARTS)	CARTS System	Rural Vanpool Program	various	various	2050 Regional Transportation Plan	73-00021-00
T5	Transit (CARTS)	CARTS System	Upgrade digital network for data and voice system-wide and Smart Bus Transit Technology	various	various	2050 Regional Transportation Plan	74-00001-00
T6	Transit (CARTS, City of Burnet)	City of Burnet Microtransit Service	City of Burnet Microtransit Service	City of Burnet		2050 Regional Transportation Plan	23-00001-00
T7	Transit (CARTS, City of Marble Falls)	City of Marble Falls Microtransit Service	City of Marble Falls Microtransit Service	City of Marble Falls		2050 Regional Transportation Plan	23-00003-00

ID	Project Type	Project Title	Description	Limits from/at	Limits to	Source	Source ID
T8	Transit (CARTS, Cities of Marble Falls & Cottonwood Shores)	City of Marble Falls/Cottonwood Shores Microtransit Service	City of Marble Falls/Cottonwood Shores Expanded Microtransit Service	City of Marble Falls/Cottonwood Shores		2050 Regional Transportation Plan	23-00014-00
T9	Transit (CARTS, Cities of Marble Falls and Granite Shoals)	City of Marble Falls/Granite Shoals Expanded Microtransit Service	City of Marble Falls/Granite Shoals Expanded Microtransit Service	City of Marble Falls/Granite Shoals		2050 Regional Transportation Plan	23-00013-00
T10	Transit (CARTS)	Marble Falls - Oak Hill Express Bus Service	Marble Falls - Oak Hill Express Bus Service	CARTS Marble Falls Transit Station	Capital Metro Oak Hill Park-and-Ride	2050 Regional Transportation Plan	73-00011-00
T11	Transit (CARTS)	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service	Marble Falls-Burnet-Bertram-Liberty Hill-Austin Express Bus Service	CARTS Marble Falls Transit Station	Downtown Austin/UT	2050 Regional Transportation Plan	73-00012-00
P6	Planning (CapMetro)	Study commuter rail service to Austin	Study using existing rail line implement commuter rail service to Austin	n/a		Burnet County Comprehensive Plan	17
P7	Planning (CARTS)	Study fixed route public transit	Study public transit with fixed route service, commuter service to Austin	n/a		Burnet County Comprehensive Plan	16

Figure 35. Other Projects table

Scenario Planning Results

	2025 Baseline Network	2050 No-Build Scenario	2050 Build Scenario
Network Lane Miles	993	993	1,183
Vehicle Miles Traveled	2,140,146	3,033,134	3,109,692
Vehicle Hours Traveled	49,452	86,353	68,458
Data Source: CAMPO 2050 Travel Demand Model			

Figure 36. Scenario Planning Results table

Figure 36 displays the benefits of planning ahead of growth and taking the necessary measures to preserve a good quality of life for Burnet County residents. Regardless of any projects being built, the expected increase in population and employment will lead to an increase in miles traveled on roadways in Burnet County. If no roadway projects are built by 2050, Vehicle Hours Traveled (VHT) is expected to increase to over 86,000 hours per day. This is a 75% increase to the amount of total time vehicles spend on Burnet County roadways today.

If the planned projects are built by 2050, the VMT and VHT will still increase due to the rising number of cars on the road. However, the increase in total hours spent on the road is 38%, compared to the 75% increase in the No-Build Scenario. If these projects are built, vehicles traveling in Burnet County will not experience the higher congestion that is currently forecasted for the 2050 No-Build scenario.

Major Thoroughfare Plan

The major thoroughfare component of this plan is intended to be used as a guide for future right-of-way needs and to provide support for any new projects in the region that are on or around these major roadways. It also serves to inform local stakeholders and residents of future transportation corridors in the county.

The list of major thoroughfares was created using the projects highlighted in the previous section. While the previous section displays specific projects, the major thoroughfare section displays the entire roadways most relevant to the future improvements.

Public outreach and stakeholder meetings also heavily influenced this section, including alignment adjustments to the recommended relief route studies to help reduce congestion in the Cities of Burnet, Bertram, and Marble Falls.

Figure 37 displays the major thoroughfare plan in Burnet County, divided by roadway class. *Figure 38* displays the same map divided by roadway type. The thoroughfares are labeled by IDs found in *Figure 39*, the complete table of major thoroughfares.

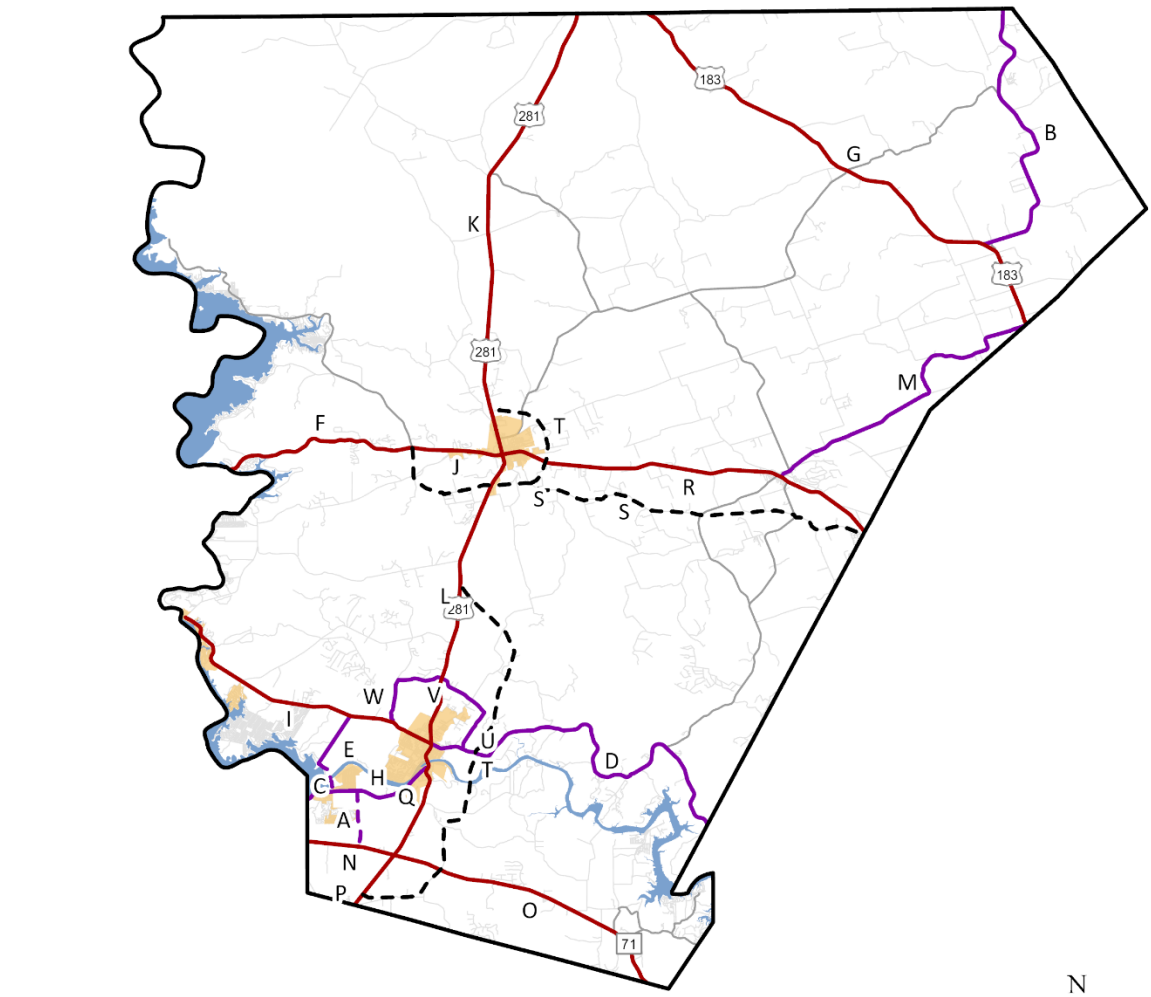


Figure 37. Major Thoroughfares by Roadway Class map

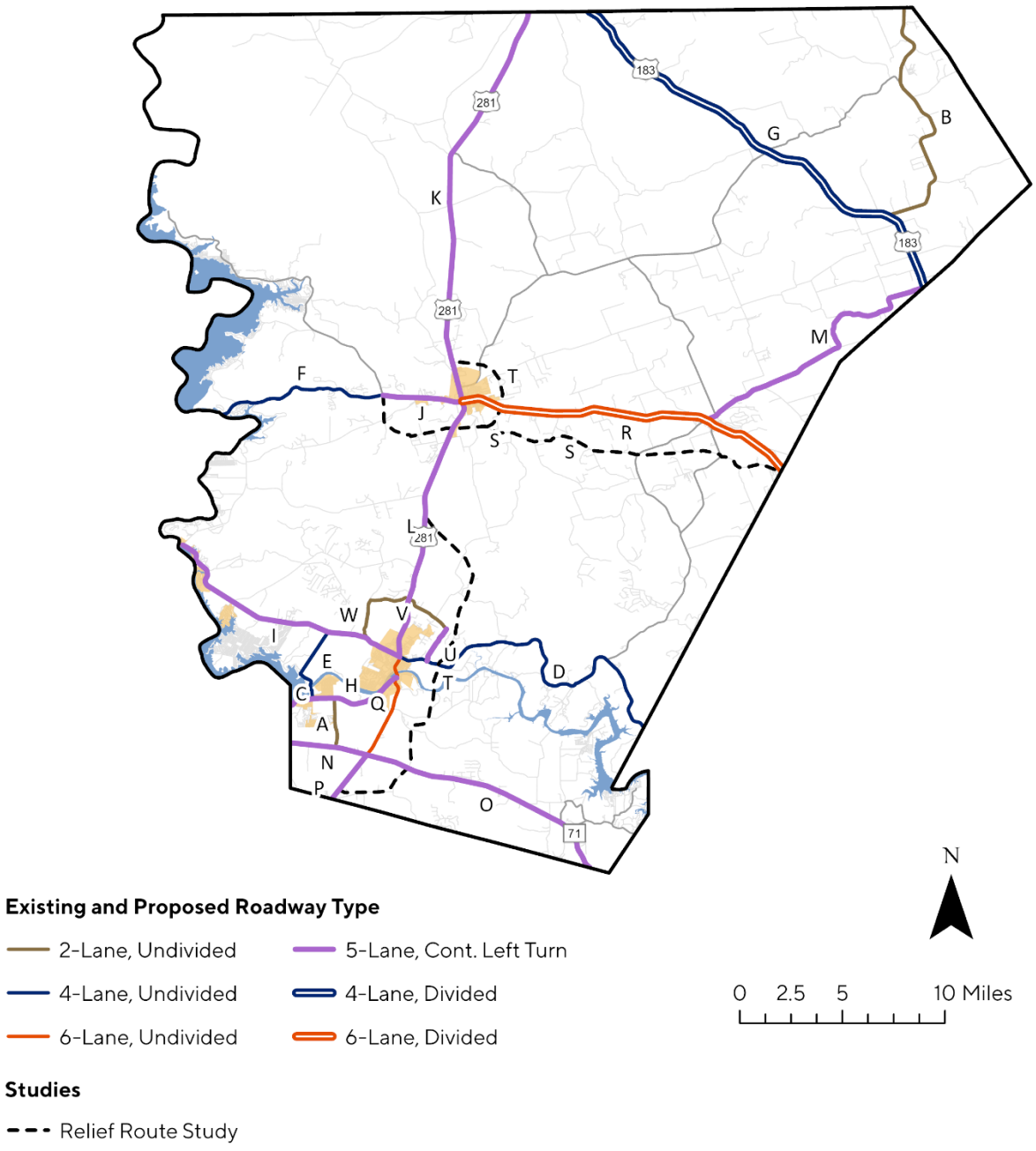


Figure 38. Major Thoroughfares by Roadway Type map

List of Major Thoroughfares and Corresponding Maps

ID	Proposed Class	Roadway Title	Limit from	Limit to	Urban / Rural	Existing # of Lanes	Existing Details	Proposed # of Lanes	Proposed Details	Proposed Roadway Type	Description of Projects on this Road	Projects on this road
A	Proposed Minor Arterial	SW Medical Parkway	RM 2147	SH 71	urban / rural	0	n/a	2	undivided	2-lane undivided rural (2UR), 2-lane undivided urban (2UU)	Undivided Arterial, 1 Lane in Each Direction, New Location; includes traffic signal at FM 2147 intersection	C8
B	Minor Arterial	FM 2657	US 183	Lampasas County Line	rural	2	undivided	2	undivided	2-lane undivided rural (2UR)	Upgrade to undivided arterial (Widen to 12 ft lanes and 10 ft shoulders with realignment for sharp curves), include safety and operational improvements	C7
C	Proposed Minor Arterial	Wirtz Dam Bridge	Wilderness Dr	RM 2147	urban / rural	0	n/a	4	undivided	4-lane undivided rural (4UR), 4-lane undivided urban (4UU)	Construct bridge over Lake LBJ and add 2-lane roadway in each direction; includes traffic signal at FM 2147 intersection	C28
D	Minor Arterial	RM 1431	US 281	Williamson County Line	urban / rural	4	undivided	4	undivided	4-lane undivided rural (4UR), 4-lane undivided urban (4UU)	No major projects planned	n/a
E	Minor Arterial	Wirtz Dam Road	RM 1431	Wilderness Dr	rural	2	undivided	4	undivided	4-lane undivided rural (4UR)	Construct bridge over Lake LBJ and add 2-lane roadway in each direction; includes traffic signal and deceleration lane at FM 1431 intersection	C28
F	Principal Arterial	SH 29	RM 2341	Llano County Line	rural	4	undivided	4	undivided	4-lane undivided rural (4UR)	Widen to a 3-lane section	C17
G	Principal Arterial	US 183	Lampasas County Line	Williamson County Line	rural	4	undivided	4	divided	4-lane divided rural (4DR)	Reconstruct existing 4-lane to 4-lane divided-rural depressed median	C21
H	Minor Arterial	RM 2147	US 281	Llano County Line	urban / rural	3	cont. left turn ln.	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR), 5-lane cont. left turn lane urban (5LU)	Widen to a 5-lane section	C11

ID	Proposed Class	Roadway Title	Limit from	Limit to	Urban / Rural	Existing # of Lanes	Existing Details	Proposed # of Lanes	Proposed Details	Proposed Roadway Type	Description of Projects on this Road	Projects on this road
I	Principal Arterial	RM 1431	RM 2342	US 281	urban / rural	4	undivided	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR), 5-lane cont. left turn lane urban (5LU)	Widen to a 5-lane section	C4
J	Principal Arterial	SH 29	RM 2341	US 281	urban / rural	4	undivided	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR), 5-lane cont. left turn lane urban (5LU)	Widen to a 5-lane section	C18
K	Principal Arterial	US 281	Lampasas County Line	SH 29	urban / rural	4	undivided	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR), 5-lane cont. left turn lane urban (5LU)	Widen 4-lane undivided to 4-lane with continuous left turn lane	C23
L	Principal Arterial	US 281	SH 29	RM 1431	urban / rural	4	undivided	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR), 5-lane cont. left turn lane urban (5LU)	Widen 4-lane undivided to 4-lane with continuous left turn lane	C22
M	Minor Arterial	RM 243	Williamson County Line	SH 29	rural	2	undivided	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR)	Widen to 4 lanes with a continuous left turn lane and realignment for sharp curves	C12
N	Principal Arterial	SH 71	Llano County Line	US 281	rural	2	undivided	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR)	Widen 2-lane undivided to 4-lane with continuous left turn lane	C20
O	Principal Arterial	SH 71	US 281	Blanco County Line	rural	4	undivided	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR)	Widen to a 5-lane suburban section	C20, C30, C31
P	Principal Arterial	US 281	SH 71	Blanco County Line	rural	5	cont. left turn ln.	5	cont. left turn ln.	5-lane cont. left turn lane rural (5LR)	No major projects planned	n/a
Q	Principal Arterial	US 281	RM 1431	SH 71	urban / rural	5	cont. left turn ln.	6	undivided	6-lane undivided rural (6UR), 6-lane undivided urban (6UU)	Widen 4-lane undivided to 4-lane with continuous left turn lane	C24

ID	Proposed Class	Roadway Title	Limit from	Limit to	Urban / Rural	Existing # of Lanes	Existing Details	Proposed # of Lanes	Proposed Details	Proposed Roadway Type	Description of Projects on this Road	Projects on this road
R	Principal Arterial	SH 29	US 281	Williamson County Line	urban / rural	4	undivided	6	divided	6-lane divided rural (6DR), 6-lane divided urban (6DU)	Widen to 6 lanes, divided	C14, C15, C16
S	Relief Route Study	SH 29 Relief Route	RM 2341	Williamson County Line	rural	n/a	n/a	n/a	n/a	n/a	Study of a SH 29 reliever route around the cities of Burnet and Bertram	P5
T	Relief Route Study	US 281 Relief Route	US 281 North of Burnet	US 281 South of Marble Falls	rural	n/a	n/a	n/a	n/a	n/a	Study of a US 281 reliever route around the cities of Burnet and Marble Falls	P9
U	Minor Arterial	Manzano Mile	RM 1431	Resource Parkway	urban	5	undivided	5	cont. left turn ln.	5-lane cont. left turn lane urban (5LU)	No major projects planned	n/a
V	Minor Arterial	Resource Parkway	Slaughter Mountain Road	Manzano Mile	urban / rural	2	undivided	2	undivided	2-lane undivided rural (2UR), 2-lane undivided urban (2UU)	No major projects planned	n/a
W	Minor Arterial	Slaughter Mountain Road	FM 1431	Resource Parkway	rural	2	undivided	2	undivided	2-lane undivided rural (2UR)	No major projects planned	n/a

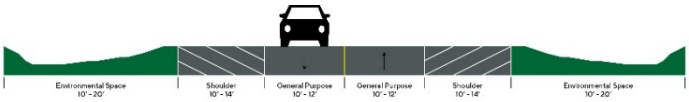
Figure 39. List of Major Thoroughfares table

Typical Roadway Cross Sections

Figure 40 displays typical cross sections of the roadway types listed in the Major Thoroughfare Plan. Ranging from two to six lanes, divided or undivided, and urban or rural, these illustrations present an idea of how much right of way is needed for future roadway projects and transportation corridors.

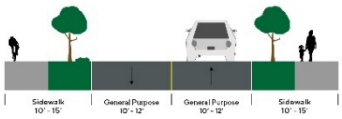
2 - Lane Undivided - Rural

ROW: 60' – 92'



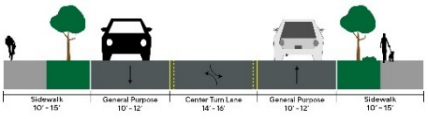
2 - Lane Undivided - Urban

ROW: 40' – 52'



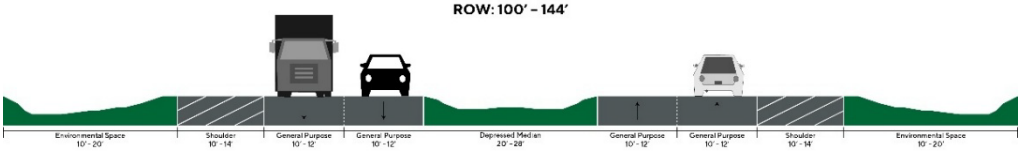
3 - Lane, cont. left turn lane - Urban

ROW: 54' – 70'



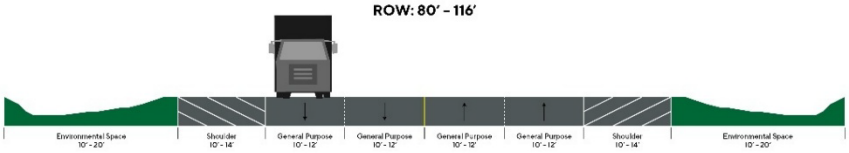
4 - Lane Divided - Rural

ROW: 100' – 144'



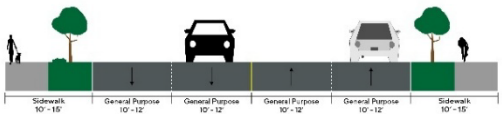
4 - Lane Undivided - Rural

ROW: 80' – 116'



4 - Lane Undivided - Urban

ROW: 60' – 78'



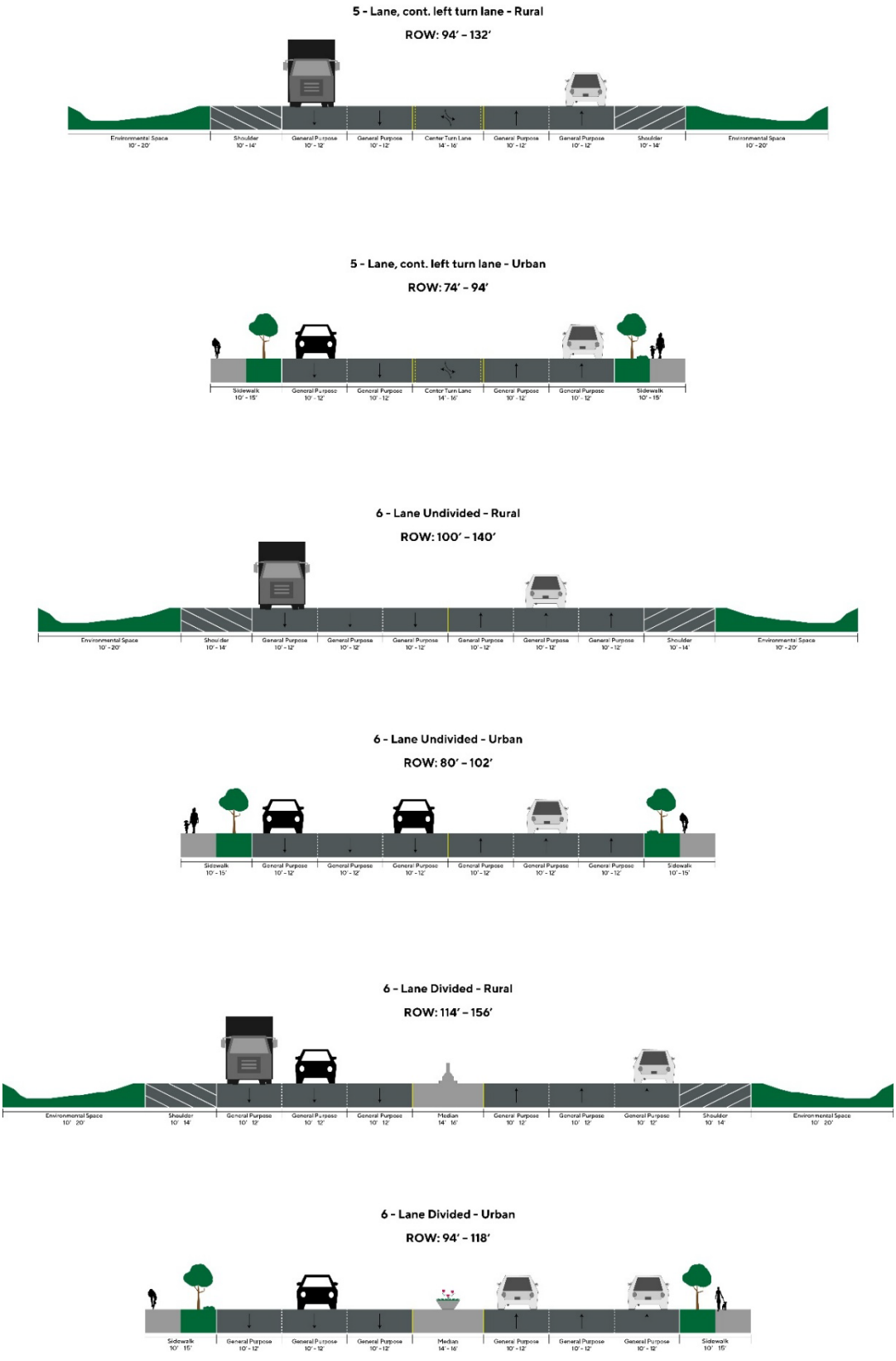


Figure 40. Typical Roadway Cross Sections illustrations

Public Outreach

The Capital Area Council of Governments (CAPCOG) conducted public outreach portion of the Burnet County Transportation Plan.

Public outreach began in July 2026. In-person events were held in the cities of Burnet and Marble Falls. In addition, a digital comment period was open from July 21 through September 11. Both at the events and online, community members provided valuable feedback on the list of projects, major thoroughfares, and corresponding maps.

Over 200 comments were received during the outreach period. This feedback played a significant role in developing the list of projects and list of major thoroughfares highlighted in previous sections.

Key themes of the feedback included:

- Concerns about speeding, visibility, and intersection safety on major roadways
- Concerns surrounding low-water crossings and drainage issues in the region
- Concerns about railroad crossing safety
- Support for expanded hours and improved routes for the Capital Area Rural Transit Service (CARTS), particularly between the cities of Burnet and Marble Falls
- Support for capacity projects on and around major roadways
- Support for SH 29 and US 281 relief route studies around the cities of Burnet, Bertram, and Marble Falls

Following the Burnet County Commissioners Court discussion on September 22nd, further comments were provided by Court members. The entire outreach process led to the addition or modification of over 25 projects in this plan.

Appendix A – Public Outreach Summary

Community outreach for the Burnet County Transportation Plan began in Summer 2026 and included both online and in-person participation opportunities. This outreach was conducted in the cities of Burnet and Marble Falls. In addition to these in-person events, a digital comment period was open from July 21st until September 11th. This enabled community members to view the proposed projects and maps and to provide feedback in their own time.

Attendees were asked to participate in two activities. In the first task they were asked to rank their preferences on the project types. The second task asked participants to note comments and additional concerns on provided county maps. These same materials were available online, including the county map to add their comments and feedback.

Ranked preferences of project types:

This activity asked participants to rank their preferences of project types in order from highest priority to lowest priority. These project types were the four project types drawn from the list of projects compiled from the nine plans and studies in Burnet County.

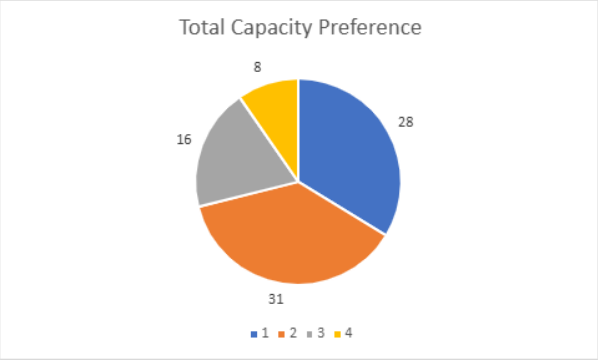
The results of the Project Preference are listed below:

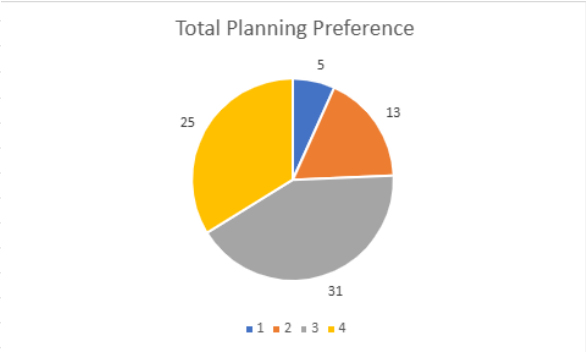
Burnet results				
Project Type	#1 votes	#2 votes	#3 votes	#4 votes
Capacity	9	4	3	2
Safety	6	8	1	2
Planning	3	3	6	4
Transit	3	1	5	6
Digital results				
Project Type	#1 votes	#2 votes	#3 votes	#4 votes
Capacity	18	21	15	18
Safety	39	24	6	3
Planning	10	14	20	19
Transit	8	10	23	24
Marble Falls results				
Project Type	#1 votes	#2 votes	#3 votes	#4 votes
Capacity	9	10	1	0
Safety	10	8	3	1
Planning	0	3	13	3
Transit	3	1	2	14
Sum total				
Project Type	#1 votes	#2 votes	#3 votes	#4 votes
Capacity	28	31	16	8
Safety	47	29	6	5
Planning	5	13	31	25
Transit	13	9	21	33

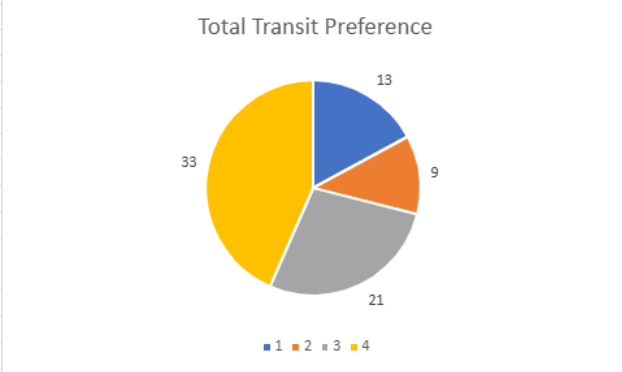
Blue cells denote the project type which received the most votes for each preference level. Yellow cells

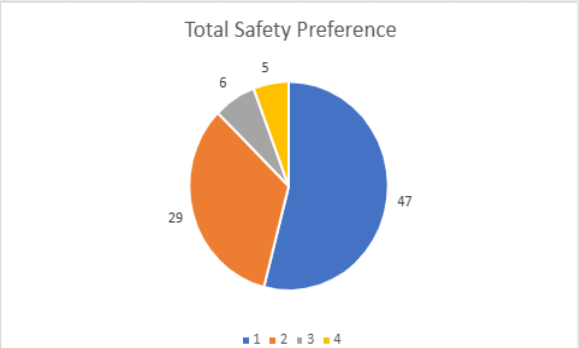
denote the project type that received the least votes for each preference level. (Ex: Capacity received the most votes for #1 in Burnet and Transit received the least votes for #1 in Burnet)

These results show that Safety and Capacity are highly preferred project types among all respondents. However, it is notable that in Burnet, Capacity received the highest share of first place votes whereas both Marble Falls and Digital respondents rank safety as their #1 choice.









These graphs indicate the sum of preferences across all response categories. They show that while there are clear preferences among respondents, alternative choices have strong responses. For example: while safety has the highest share of first place preferences, there is a strong contingent of respondents who rank transit as their first preference.

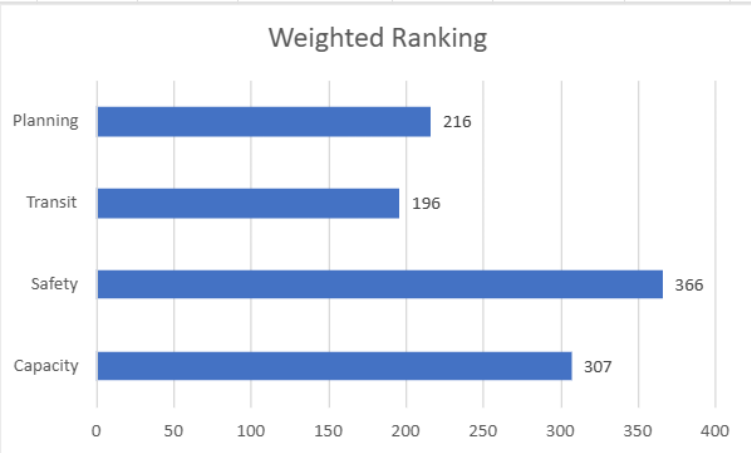
Weighing choices

When the ranked position is given weighting, we can also see the degree to which each project type is preferred in total. Under this weighting scheme, rank 1 = 4 points, rank 2 = 3 points, rank 3 = 2 points, and rank 4 = 1 point.

This weighting system produces the following table:

Project Type Prioritization Results (total points)				
	Burnet	**Marble Falls**	**Digital**	**All locations**
Capacity	56	68	183	307
Safety	52	71	243	366
Transit	31	33	132	196
Planning	37	38	141	216
total points	**176**	**210**	**699**	**1085**

Digital has somewhat outsized impact on these results due to the volume of responses in comparison to both Marble Falls and Burnet.



This graph shows the weighted rankings and their point totals in order from highest to lowest.

While these results, from both in-person and digital engagements, confirm that our respondents prefer Safety projects most of the four project types. The close scores of planning and transit echo the comments from the public, discussed in the subsequent section.

Additional intersections and thoroughfares of concern:

In this activity participants were asked to note their concerns and feedback on county precinct maps and maps of project locations. With these maps they could call attention to thoroughfares or intersections that were hazardous or needed attention. They also used these maps to express support, and additional context for proposed projects. These comments and concerns were digitized and mapped onto a unified county map to identify clusters of concerns and the associated roads or intersections.

Notable results from this activity are listed below:

1. Rectifying low water crossings was emphasized by participants. Many of these low water crossings were noted on the provided maps.
2. Participants were supportive of the Wirtz Dam Road project, however some noted that this may increase demand on East-West FM 1431, needing further expansion of 1431.

3. Upgrading the flashing light, to a full traffic signal at the entrance of Highland Haven, at the intersection of Highland Drive and FM 1431, in addition to lowering speeds approaching this intersection.

4. There was strong support for the US 281 Reliever Route (P9 from the project list) to the east of U.S. Highway 281. Comments highlighted a desire to see industrial traffic out of downtown Marble Falls.

5. Participants were supportive of the projects which would add a continuous left turn lane and projects for lane widening along State Highway 71 (C19, C20, S21).

6. In downtown Marble Falls, participants expressed support for the East/West arterials from Manzano Mile to US 281. This was qualified with concerns of excessive speeds around school release time at Marble Falls High School.

7. Participants were concerned about the intersection of SH 29 and US 281 in downtown Burnet. Opinions included support for projects to widen SH 29 and interest in dedicated turn lanes for all directions of traffic. Support for a reliever route around Burnet was strong. (P5) It was suggested that this route and the proposed reliever route around Marble Falls (P9) should connect with one another.

8. Several members of the Kingsland community attended the Public Meeting in Marble Falls and drew attention to the intersection of FM 1431 and Mill Creek Road. at this intersection, they requested traffic signals similar to the intersection requested at FM 1431 and Fairland Drive, at Highland Haven.

9. Several participants noted the limited-service availability for the Capital Area Rural Transit Service (CARTS). They wanted to see expanded hours of operation to be more usable, and to improve routes between Marble Falls and Burnet.

10. In the northeastern part of Burnet County, participants noted that the winding roads contribute to near misses and collisions in this part of the county, they noted a desire for projects that reduce speed and improve visibility on winding roads.

The above-noted concerns are not the only comments or feedback expressed by community members. Rather representing some of the clustered roads and intersections. There were over 200 recorded comments and concerns during this public engagement period which provided valuable additional context for the development of this plan.

Preliminary Results:

Based on the public engagement events, and comments from respondents, resulted in two changes to the final plan. First, two additional safety projects, traffic signal warrant studies at 1431 and Mill Creek Road and 1431 and CR 120/Highland Drive. Secondly the US 281 Reliever Route study (P9) will be extended to connect to the proposed SH 29 Reliever Route (P5).

Outreach Activity #1 Results

Meeting #1 in Burnet: August 6th
Meeting #2 in Marble Falls: August 13th
Digital Comment Period: July 21st – September 11th

The tables below include a summary of the results from the public survey.

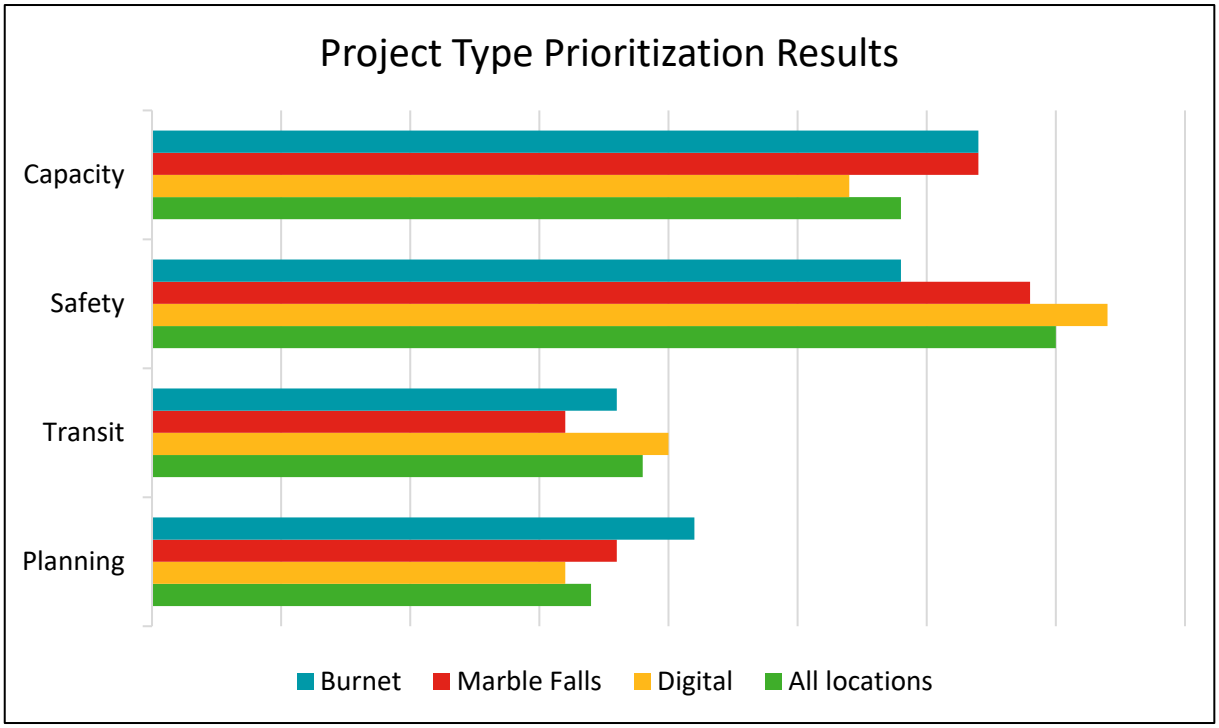
Participants were asked to rank their preference in project type (1-4).

Scoring:
1st place = 4 points
2nd place = 3 points
3rd place = 2 points
4th place = 1 points

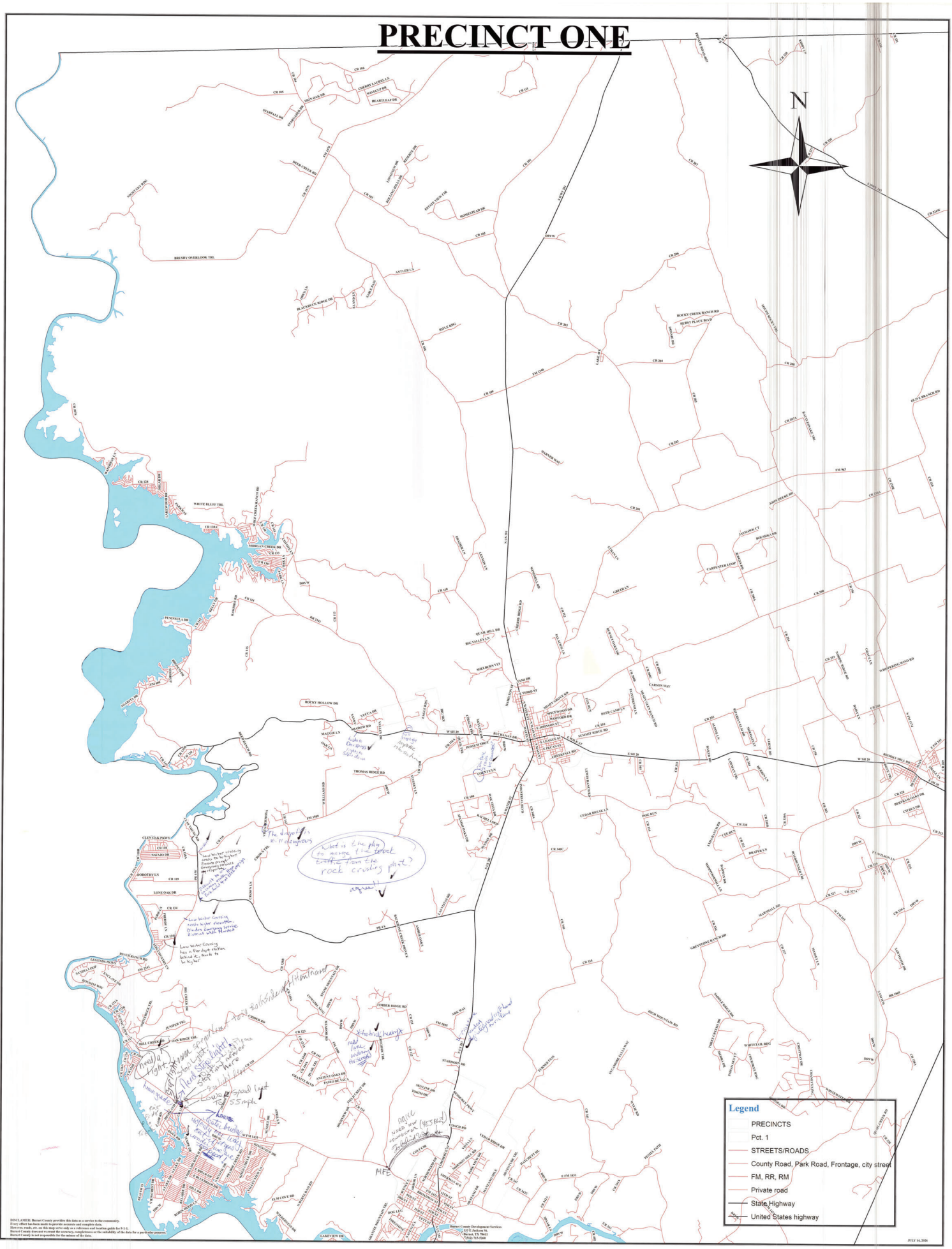
Project Type Prioritization Results (total points)				
	Burnet	Marble Falls	Digital	All locations
Capacity	56	68	121	245
Safety	52	71	169	292
Transit	31	33	90	154
Planning	37	38	71	146
total points	**176**	**210**	**451**	**837**

Project Type Prioritization Results (percentage of points)				
	Burnet	Marble Falls	Digital	All locations
Capacity	31.8%	32.4%	26.8%	29.3%
Safety	29.5%	33.8%	37.5%	34.9%
Transit	17.6%	15.7%	20.0%	18.4%
Planning	21.0%	18.1%	15.7%	17.4%
total votes	**18**	**20**	**45**	**83**

Project Type Prioritization Results (score)				
	Burnet	Marble Falls	Digital	All locations
Capacity	32	32	27	29
Safety	29	34	37	35
Transit	18	16	20	19
Planning	21	18	16	17
total votes	**18**	**20**	**45**	**83**

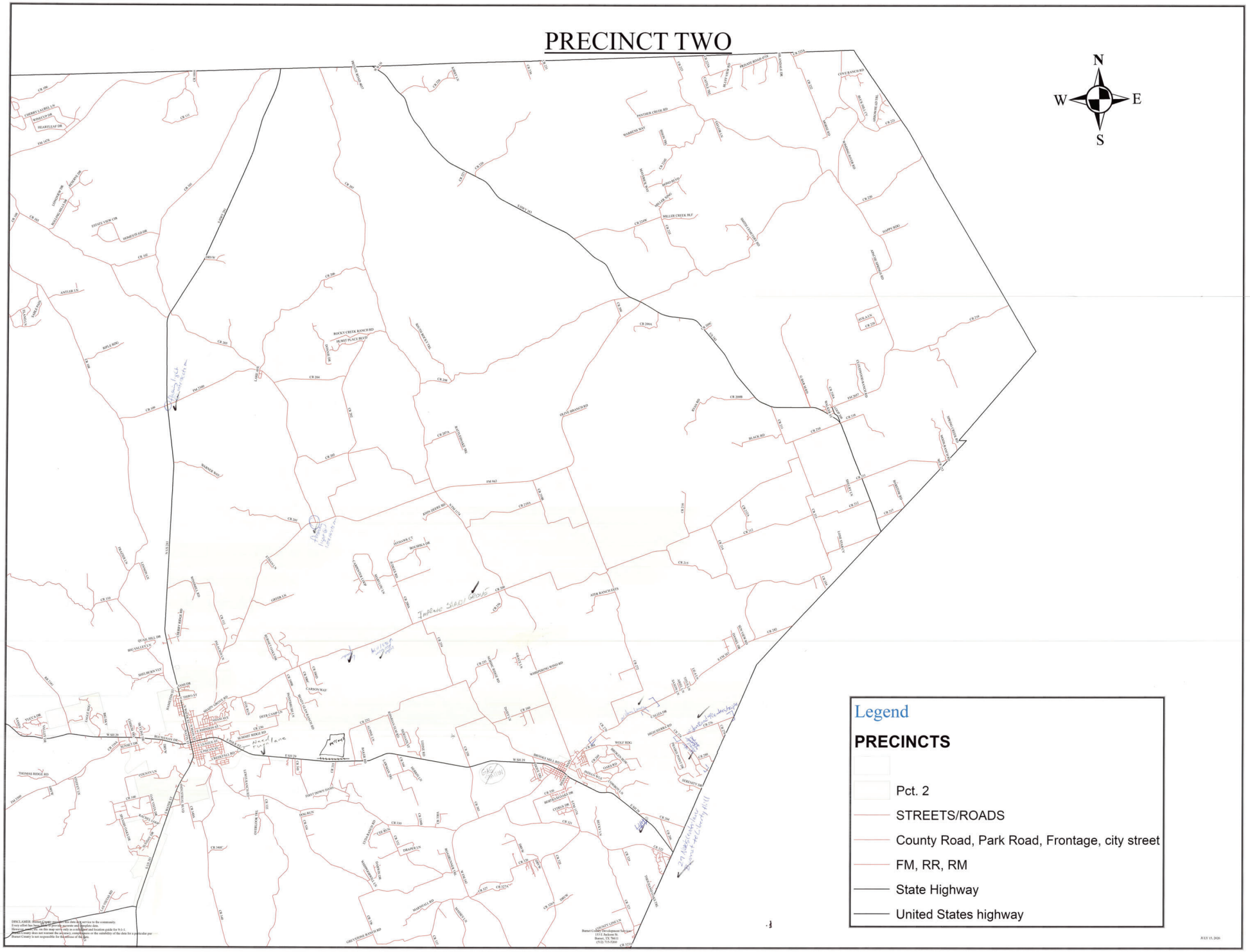


PRECINCT ONE

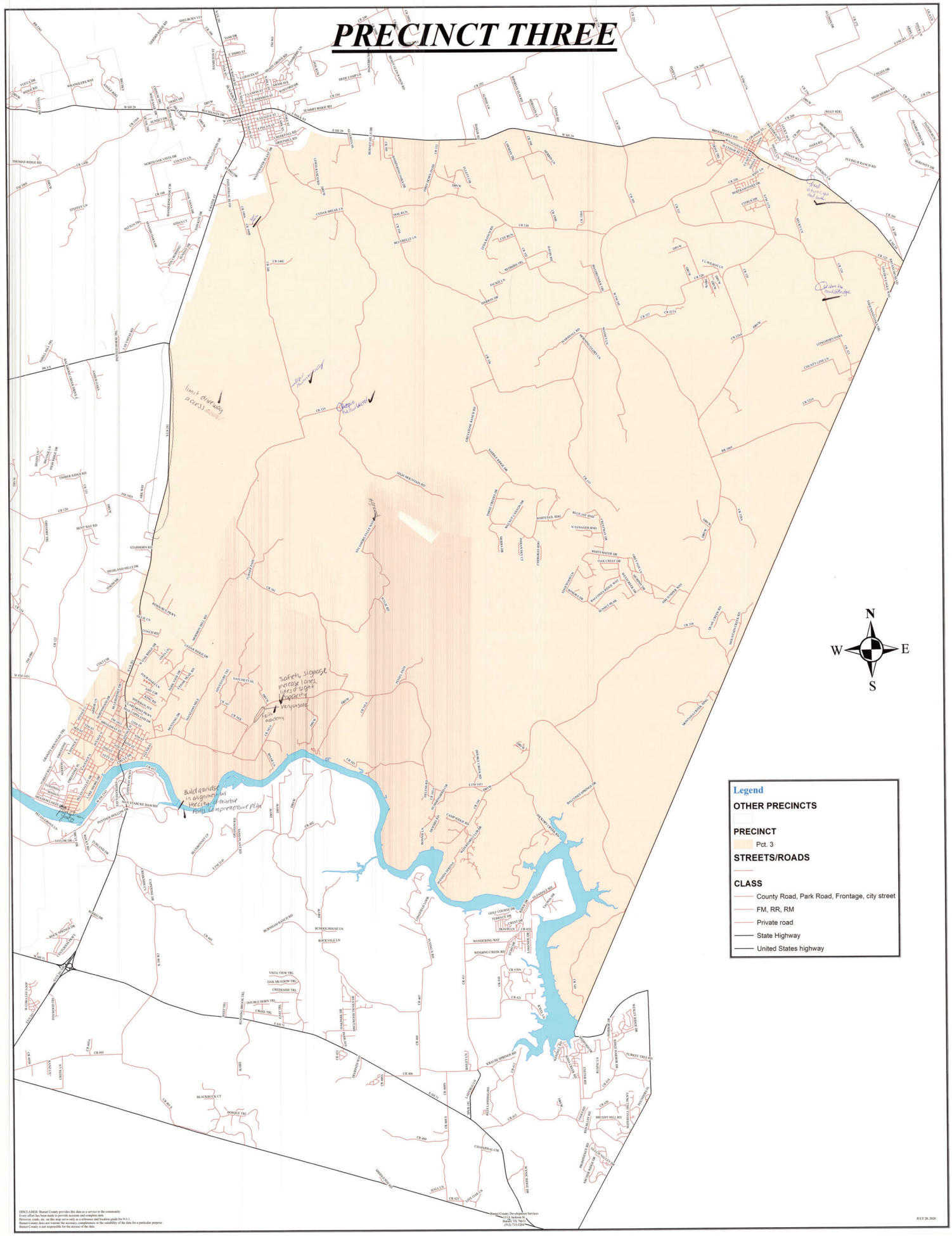


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PRECINCT TWO



PRECINCT THREE

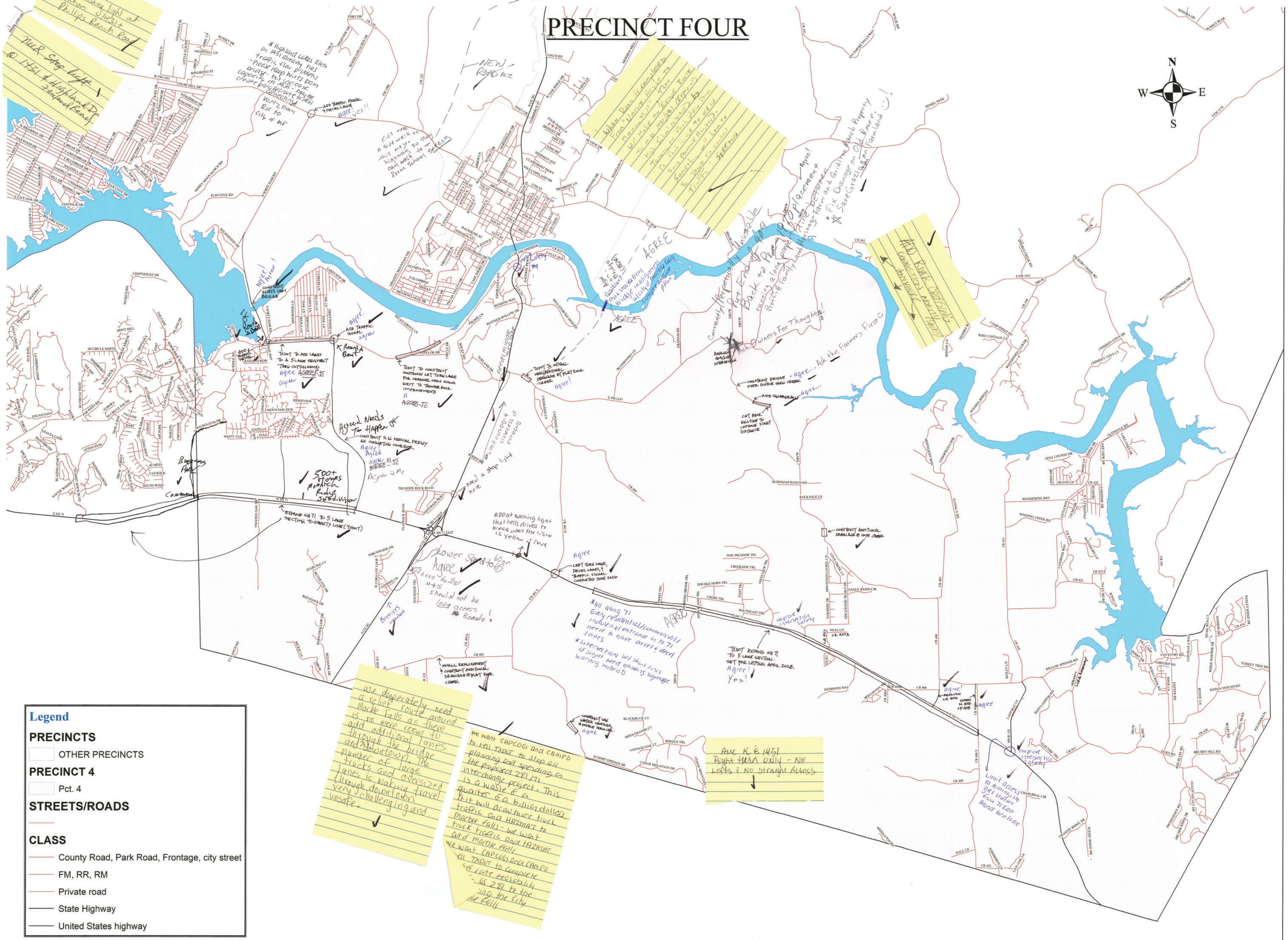


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Burnet County Development Services
T.J. Jackson Sr.
Burnet, TX 78611
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JULY 20, 2026

PRECINCT FOUR



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Burnet County Development Services
133 E Jackson St.
Burnet, TX 78611
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JULY 20, 2026

Appendix B – Burnet County Traffic Counts Map

Burnet County, 2025

see following pages

Appendix C – Burnet County Commissioner Precincts Map

Burnet County, 2025

see following pages

Appendix D – 2050 Regional Transportation Plan

CAMPO, 2025

https://www.campotexas.org/regional-transportation-plans/2050-plan/

Appendix E – Regional Safety Action Plan

CAMPO, 2025

https://www.campotexas.org/local-plans-and-studies/regional-safety-action-plan/

Appendix F – Burnet County Safety Action Plan

CAMPO, 2025

https://www.campotexas.org/local-plans-and-studies/regional-safety-action-plan/

Appendix G – Northeast Burnet County Transportation Study

CAMPO & Burnet County, 2024

https://www.campotexas.org/local-plans-and-studies/northeast-burnet-county-transportation-study/

Appendix H – Unified Transportation Program

TxDOT, 2025

https://www.txdot.gov/projects/planning/utp.html

Appendix I – Burnet County Transportation Plan

CAPCOG and Burnet County, 2010

https://www.hillcountryalliance.org/uploads/HCA/Burnet_County_Transpo_Plan_2010.pdf

Appendix J – Horseshoe Bay Transportation Plan

City of Horseshoe Bay, 2025

https://www.horseshoe-bay-tx.gov/m/newsflash/home/detail/656

Appendix K – Marble Falls Comprehensive Plan

City of Marble Falls, 2024

https://marblefallstx.gov/342/Comprehensive-Plan

Appendix L – City of Bertram Comprehensive Plan

City of Bertram, 2023

https://www.cityofbertram.org/departments/development_services.php

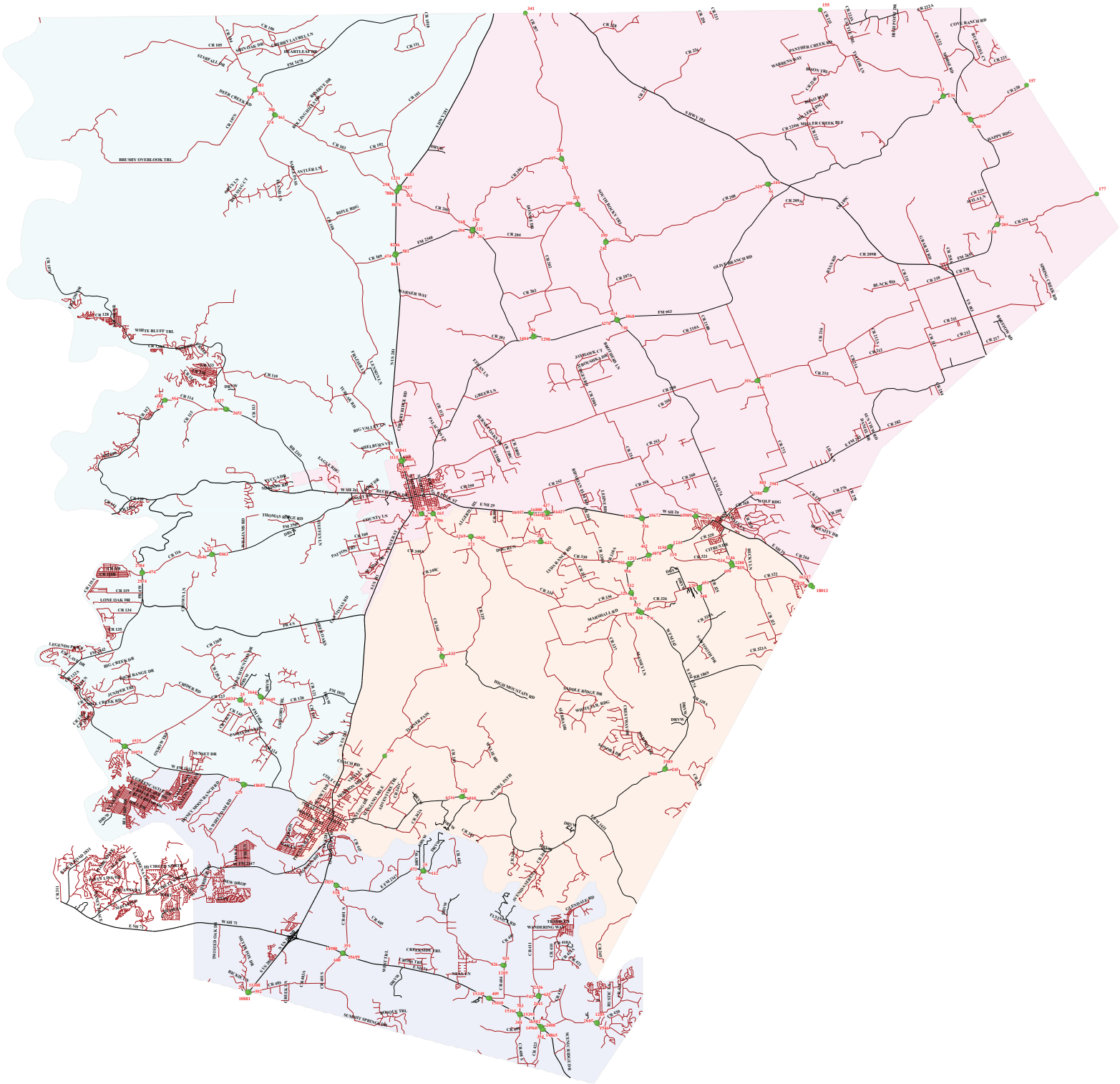
Appendix M – City of Cottonwood Shores Comprehensive Plan

City of Cottonwood Shores, 2020

https://drive.google.com/file/d/10QYyhdod2lzCix93n7w2vtQVo2-JTpKu/view

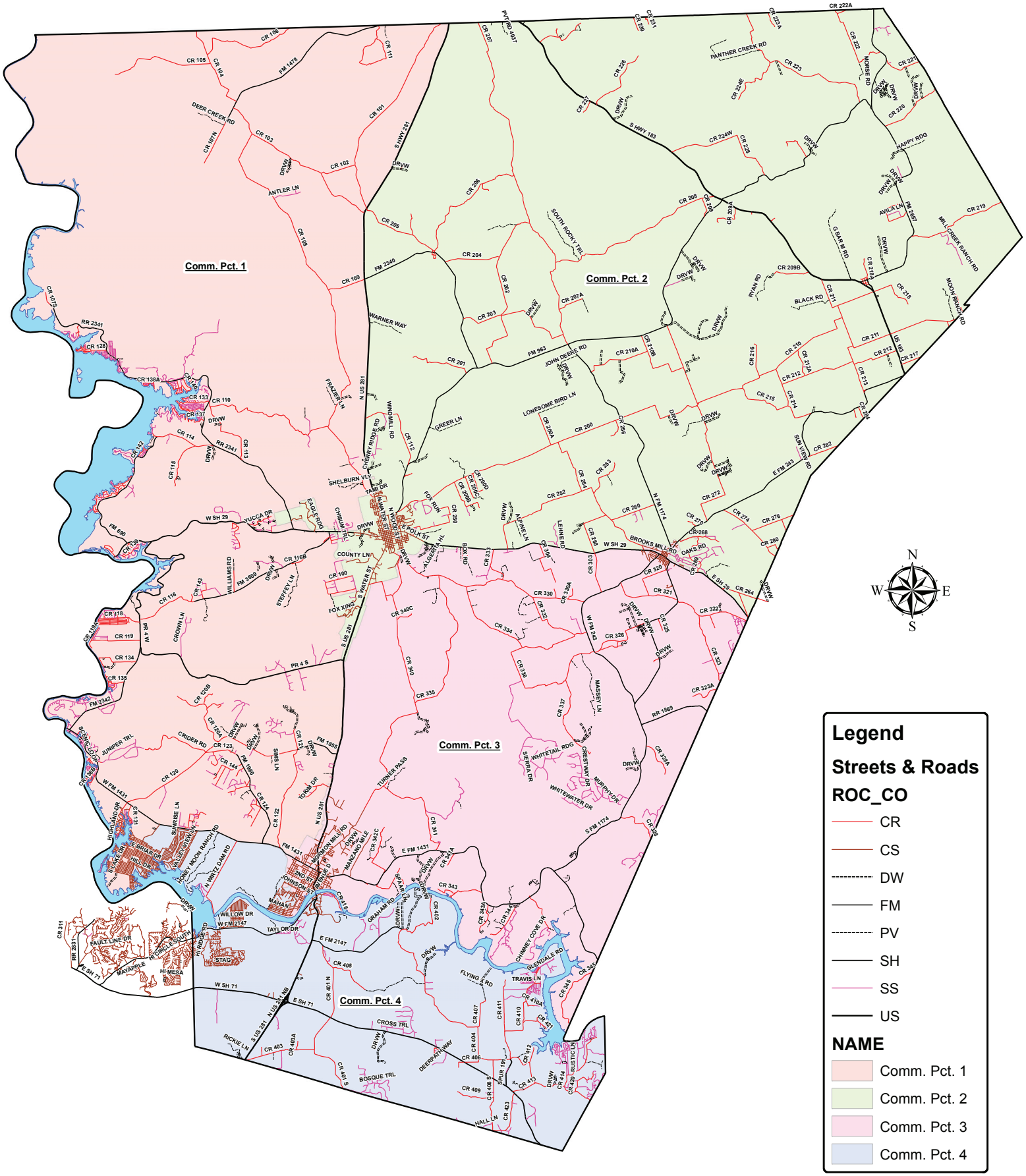
Burnet County

2025 Traffic Counts



11/17/2025

COMMISSIONER PRECINCTS MAP



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10/17/2016